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The Literary Digest

for November 9, 1935

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The Lexicographer's Easy Chair

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●

To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

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aggravate, exasperate, irritate, provoke.—"M. W. P.," New York City.—A fever or a misfortune may be *aggravated*, but not a person. The person is, perhaps, *exasperated* or *provoked*. To *aggravate*, from the Latin *aggrava*, "to make heavy," is to intensify, and applies only to conditions of fact. *Provoke*, which calls forth anger, and *exasperate*, which heightens (or roughens) anger already provoked, allude to mental states. A patient may be so *irritated* that his condition is *aggravated*. Here to *aggravate* is to make worse; to *irritate* is to annoy, provoke.

flammable, inflammable.—"E. F.," Olney, Ill.—*Flammable* is a nonce word used in 1813 and again in 1867. *Inflammable*, which has been in the language since 1605, was the result of the bringing together of the two words, *in* and *flame*, originally written as separate words, which frequent usage finally combined. The definition of *flammable* is expressed by *inflammable*, which has established itself as the accepted word in the language. The double *m* is due to the Latin form of the root-word *flamma*, flame.

just.—"E. H. P., Jr.," Ozone Park, N. Y.—The verb and noun, referring to tilting-matches with lances (frequently spelled *joust*) are derived from the Old French *jouster*, and in turn from the Late Latin *juxta*, to approach. The adjective and adverb are derived from the French *juste*, and in turn from the Latin *justus*, from *jus*, meaning law. Neither word is of Anglo-Saxon origin. In the sentence, "They stood *just* below the window," the adverb *just* means "exactly, precisely."

pumpkin.—"H. G. S.," Detroit, Mich.—The correct pronunciation is *pump'kin*—*u* as in *but*, *i* as in *habit*. The pronunciation *pum'kin*, in which the second *p* is completely obscured, is sometimes heard, and also, dialectically, *pun'kin* (first *n* as *ng* in *sing*), a pronunciation which should be discouraged.

sterile.—"D. McM.," Albany, N. Y.—This word may be pronounced either *ster'il* (*e* as in *get*, *i* as in *habit*), or *ster'ail* (*e* as in *get*, *ai* as in *aisle*). The first indicates American usage; the second, usage in Great Britain.

tinker's dam.—"A. D.," Union City, N. J.—The expression *tinker's dam* refers to the small dam, generally of clay, that tinsmiths (tinkers) or plumbers erect about an aperture to be soldered to keep the molten solder from spreading. After use it is entirely worthless; hence, the expression "not worth a tinker's dam."

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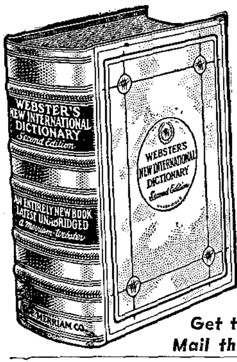
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The Literary Digest

NEW YORK, NOVEMBER 9, 1935

TOPICS OF THE DAY

November Straws for 1936

Kentucky, with Laffoon Feud Against Roosevelt, a Political Barometer; New Deal Issue in New York State; Test in Philadelphia

Wide World

Acme

Judge King Swope (left) *and Albert Benjamin ("Happy") Chandler, who turned a Kentucky feud into a barometer for 1936*

Thousands of Kentucky "Colonels"—from New York to California, from Bernard Baruch to Shirley Temple—had a personal, if whimsical, interest in the departure of picturesque, earthy Gov. Ruby Laffoon from the State Capitol at Frankfort this week. They owe their commissions to him.

Political observers had another reason for following the campaign for Governor Laffoon's successor. Tuesday, November 5, was election day in New York, New Jersey, Virginia, Pennsylvania, Ohio, Mississippi, and Kentucky, but only Kentucky was voting for all State officers and legislators. There the results might furnish the best barometer for forecasting the national political weather.

Republican leaders looked toward New York for prophetic signs, and some eyed Philadelphia's Mayoralty election as a possible "straw in the wind." But it was Kentucky that contributed the fillip of an old-time feud to the political scene. Open hostility had developed between New Deal Democrats and the Laffoon Democrats.

Kentucky Governors can not succeed themselves. As the end of his régime approached, Governor Laffoon groomed Thomas S. Rhea, his Highway Commissioner, as the Democratic nominee, to be chosen in convention, as was Laffoon himself. Senator Alben Barkley and Robert W. Bingham, Ambassador to London, both powerful in Kentucky politics, disapproved of Rhea and the projected method of naming him. They told President Roosevelt so.

"Dear Alben" Letter

Thereupon the President wrote a "Dear Alben" letter to Senator Barkley, indicating his hope that Kentucky Democrats would choose their candidate by primary rather than by convention. The letter was widely publicized.

"The Governor decided to go on with the convention, ignoring Roosevelt," George Van Slyke wrote in the New York *Sun* (Ind.). "Shortly after the convention had designated Rhea, the Governor took his candidate to Washington to sell him to the President and the national leaders. As soon as he was out of the State, Lieutenant Governor Chandler called the Legislature into special session and it enacted a compulsory primary law. Laffoon was in the national capital when he heard what was happening at home. He rushed back, but too late. Then a run-off primary was provided to make it complete. Chandler and Rhea led in the first primary but neither had a clean plurality. In the run-off Chandler won. That left the Laffoon-Rhea faction out in the cold. . . .

"Endeavoring to patch up the trouble, Roosevelt decided to invite Chandler, Laffoon, and Rhea on board the Presidential train when it passed Kentucky's front door on the recent trip across the country. Through some mix-up, the invitations were not issued properly. Both Laffoon and Rhea declined to meet Mr. Roosevelt, a rebuff not often given a President by a Governor or high Democratic official."

Albert Benjamin Chandler's ingratiating smile has won him the nickname of "Happy." A hearty handshake, a good tenor voice for parties and a love of sports won him many friends. He vowed that, if elected, he would wear no dress suit at his own inaugural.

His Republican opponent, Judge King Swope, Lexington jurist and a former Representative, has a twinkling eye. He is fond of animals, keenly interested in Boy Scout work, likes to fish, read, and motor, and is a genial host.

Test in New York

New York, as well as Kentucky, was a New Deal testing-ground but tactics differed. Kentucky's stump-speakers stayed close to local politics, concentrating against Governor Laffoon's sales-tax. But in the President's home State a motor caravan sent forth blasts against the National Administration. The New York campaign for Assembly seats hinged on New Deal policies almost to the exclusion of local issues.

The New York Assembly is normally Republican. The Democratic majority in the last Assembly, slim tho it was, has been paralleled only twice before since the turn of the century—in 1911 and 1913.

Frederick William Wile in the Washington *Evening Star* cited other States in which "the voting may show how the Rooseveltian wind is blowing," and concluded: "The forthcoming pollings do not measure up in importance to an off-year Congressional election, but with 1936 approaching they have more than ordinary significance."

Political Drama for Georgia

The White House was habitable last week, despite press reports to the contrary. Nevertheless the President turned to Hyde Park for Election Day and Georgia for Thanksgiving.

On November 29, the day after he eats turkey at Warm Springs, he will go to Atlanta, where he is expected to speak out against Gov. Eugene Talmadge, his bitter opponent. It has been suggested that he take advantage of the gathering to declare his candidacy for reelection.

If he attends at all, the rebel Governor, who has been stumping key-cities of the nation against the New Deal, will be lost among 19,000 other "special guests" in Grant Field, Georgia Tech. Stadium. More faithful followers headed by Senator Walter F. George and Richard B. Russell, Jr., and the entire Georgia Congressional delegation, will be on the rostrum.

Sympathy with Governor Talmadge's position is voiced by the Charleston (W. Va.) *Daily Mail* (Ind.-Rep.) with:

"The plight Governor Talmadge sees in prospect for himself in 1936 is typical. Too loyal to the Democratic Party to vote for a Republican, and too disgusted with the Roosevelt policies to support the President for reelection, Governor Talmadge is only one of thousands of men and women coming to realize that next year may find them in an embarrassing situation."

Yet, in the South, particularly in Georgia, Governor Talmadge's reputed Presidential aspirations are not taken seriously, newspaper comment tends to indicate.

"Self-styled Democrats . . . rail at a leader whose greatness is beyond their understanding," insists the Atlanta *Journal* (Dem.), while the Atlanta *Constitution* (Dem.) predicts that "this memorable occasion will set at rest any doubt as to how this State stands with regard to his [Roosevelt's] renomination and reelection."

A sketch of Governor Talmadge's career appears on page 50.

Educational-Menu Survey

Last week, Owen D. Young sent for New York reporters and talked to them about educational menus and dishes. In two years, the mental meal he described will be served to school children throughout New York State.

Since the depression, he explained, children who used to look for jobs after finishing the primary course have been returning to school instead. Now, with higher costs and smaller funds for education, the New York State Board of Regents wants to know whether the public is getting what it needs. To find out, a committee headed by Mr. Young will make a two-years' survey. Costing $500,000, it will be financed by the General Education Board, a Rockefeller foundation.

Mr. Young and his associates will try to discover the cost of each of the courses in the curriculum.

"That will give us a menu," he said, "with the opinions of experts as to the best dishes. The price of every dish will be marked after it. Prices of existing dishes will be fixed by actual computation; prices of new dishes will be estimated, because we haven't cooked them yet. It is for you, the people, to say what dishes you want."

For the New York *Herald Tribune*, "It is not hard to agree with Mr. Young that the situation calls aloud for just such a thorough and intelligent appraisal as the one he will supervise."

Internationally known as industrialist, lawyer, and reparations expert, Mr. Young still gives the impression of youthfulness, despite his sixty-one years. After being graduated from St. Lawrence University, he studied law at Boston University.

Troops Out in South Carolina

Highway Board Defies Governor; He Calls National Guard to Enforce "Command of People, Expressed at Ballot-Box"

Keystone

Gov. Olin D. Johnston of South Carolina holding jaw-bone of an ass, which was sent to him with the advice that he use it as Samson did against the Philistines

As dawn broke one morning last week the streets of Columbia, South Carolina, resounded to the tramp of marching men in olive-drab. From their headquarters in Orangeburg they came with rifles and machine-guns. To the great granite State Building, which houses the Highway Department offices, they marched.

Here, at a barked command, they took up position, ready to enforce the will of Gov. Olin D. Johnston, who had proclaimed an end to the State Highway Commission, and was determined his orders should be obeyed.

It was the culmination of a battle which South Carolina's youthful Governor has been waging against the State Highway Administration for six years. It was proof that the thirty-eight-year-old Chief Executive is a man of the people and a man of his word.

Defied by Board

On assuming office he had called for the resignations of the Commissioners. They ignored him. Hence, he ordered them ousted for "rebellion and insurgency," and proclaimed:

"I am to-day placing the Highway Department under the control of the people. Your command, as expressed at the ballot-box last summer, is being carried out. . . ."

Columbia seethed. But there was no disorder, tho men with placards paraded, approving the Governor's fight for $3 automobile license tags, one of the bones of contention between Governor Johnston and the Highway Commissioners, who favored higher fees.

None of the Commissioners showed up at the building during the day. That night most of the Guardsmen slept at billets in the local armory, leaving a few on guard.

Since he became Governor, Olin D. Johnston has lived up to three of five promises made to his voters: Tax-exemption for small homes and farms; a seven-months' State-financed school term; labor legislation. The promise of a $3 license tag is yet to be fulfilled and will have to go before the Legislature. His fifth promise was the removal of the Highway Commission and Commissioners.

Governor Johnston has rubbed shoulders with plain, hard-working people all his life. He was born in a "planed-over" log-cabin.

Through high school and college he worked his way, pressing pants, reading copy on a newspaper, running a boarding-house. The War cut into his education. He went overseas, was cited for bravery in action, and made a sergeant. On his return he obtained a law degree from the State University.

He was elected to the State Legislature while at college, was defeated by a scant margin for the Governorship in 1930, and was elected in 1934.

Press Comment

"The ramifications of this quarrel are too many to review," in the opinion of the Norfolk *Virginian-Pilot* (Ind.-Dem.). . . . "But . . . what kind of example does a Governor set when he calls out troops and accomplishes by *force majeure* what he either can not accomplish by law or will not wait to accomplish in that way?"

Said former Senator J. C. Long, one of four men whom Johnston had sought to appoint to the Highway Commission before the dénouement: "Knowing the Governor as I do, I am convinced that his actions are sustained by law and are in the interests of good government, and of the people."

AAA: Action, Reaction, Satire

Rural Joy Offset by Industrial Centers' Criticism; Wallace Visions "Ever-Normal Granary"; Court Shadows Deepen

Far from the farms of Iowa, crowds in New York's theater-district stopped jostling one another long enough to gawk at a car parked at the curb. An artificial potato served as radiator cap; a stuck pig, tagged AAA, peered from the roof; a sign over the license plate read: "Gimme potatoes or gimme death."

Such satirizing of the Administration's farm program—by word or deed—burst forth with new vigor in industrial centers while out in the open spaces the New Deal continued to count up joyfully the indorsement in the corn-hog referendum. Action by the AAA and reaction from the country kept the AAA to the fore through the week.

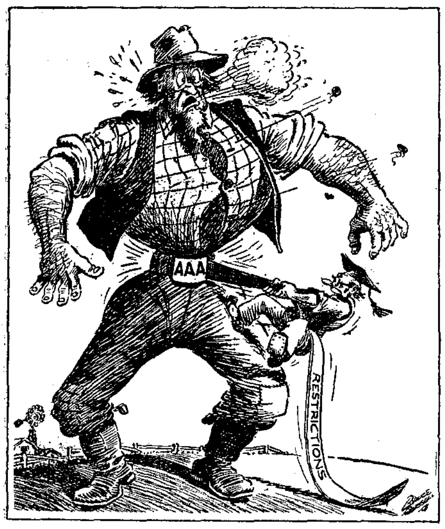
Difference of Opinion

Clarification of the difference of opinion between urban and rural districts and of the reason for linking corn and hogs came from Raymond Clapper, writing in the Washington *Post* (Ind.).

"The city man who likes bacon for breakfast has been given the rôle of indignant bystander in the AAA corn-hog referendum," he said. "His part in it is to pay forty-five to fifty cents a pound—if he lives in Washington—for his bacon. That, he feels, makes bringing home the bacon quite expensive.

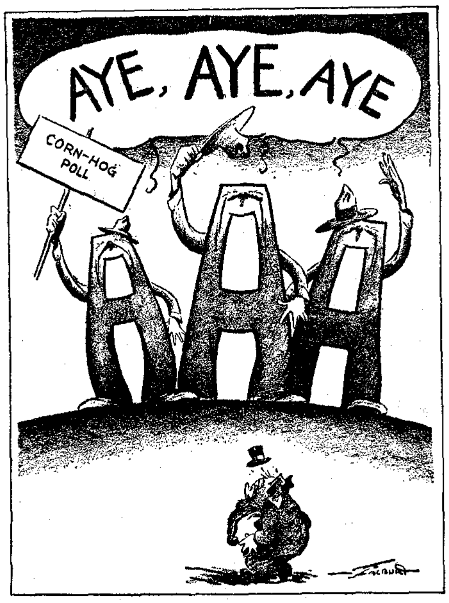
"Then he reads about the great Administration vindication in the corn-hog referendum. The question voted upon is whether corn-hog producers want to continue the AAA program. In the farm belt, corn and hogs are treated as one commodity. A hog is corn which walks and squeals. Much of the corn is consumed by hogs on the farm where it is grown. So growing of corn and hogs is treated by AAA as one operation."

With a prospective corn supply nearer normal than in any recent years, Secretary of Agriculture Henry A. Wallace announced last week that new loans of forty-five cents a bushel would be made on this year's crop.



The Farm Belt!

—Russell in the Los Angeles Times



The A's Seem to Have It!

—Talburt in the Washington Daily News

Last year's loan program, when there was a shortage of corn, provided a fifty-five-cent-a-bushel advance.

Secretary Wallace declared that the new price "might or might not be" the beginning of his "ever-normal granary" plan.

Two events last week deepened the shadow of the Supreme Court which hangs over AAA.

An attack on the amended Agricultural Act as even more invalid than the original AAA was launched in the Federal District Court at Philadelphia on behalf of 108 packers, cigar-manufacturers, and other concerns affected by processing taxes.

The Supreme Court, meanwhile, fixed December 9 for the hearing in the Hoosac Mills test case against the cotton processing tax.

Views of Editors

"The AAA has its difficulties of administration, heaven knows, and is based on theories easy to misrepresent and caricature before unthinking people," said the Houston *Chronicle* (Ind.-Dem.), "but it is a mighty effort to save American agriculture from decline into peasantry, and it has set afoot a march that will never turn back."

In the Los Angeles *Times* (Rep.), Harold M. Finley countered:

"America has shown a willingness to go to unbelievable lengths to help agriculture, has shut its eyes to the fact that all classes of its people are being taxed heavily for the benefit of one class, but Americans will not continue indefinitely to be made fools of by reckless governmental experimenters."

The Grand Rapids *Press* (Ind.) takes the middle road: "The AAA is not perfectly satisfactory, but opponents of it must formulate a specific alternative program before they can expect it to be abandoned."

Production Up; Jobs Lag

Wanted: A method to raise private employment and pay-roll figures to the level of current industrial production.

Any one with an answer to this problem will be received with open arms by President Roosevelt, who last week embarked on a survey to find out why wages and jobs have not increased proportionately with the speeding-up of production.

Estimating that the level of industrial production now equals 90 per cent. of what it was five years ago, the President said that only 82 per cent. as many people are employed. Those with jobs, moreover, earn only 74 per cent. of what they earned five years ago.

Indexes on unemployment, the President admitted, are inadequate. Accurate figures are hard to obtain. Much of the delay in compiling them is traced to failure of census-takers to agree on the classification of unemployed persons, particularly part-time workers. Is an occasional worker earning $100 to $300 a year to be listed as employed or unemployed?

End of Relief Sighted

President Roosevelt believes that, if pay-rolls and employment were raised in proportion to production increase, solution of the Federal relief problem would be in sight.

Meanwhile, from some quarters, comes the complaint that private business is being prevented from hiring men by the fact that relief-jobs are so "pleasant" that workers prefer them to what is offered.

Commenting on this the New York *Herald Tribune* says: "The individualistic American workman would be a fool to surrender all this [light work and long hours of free time] for an uncertain private job paying not much more money for harder work."

Earthquakes East and West

Residents of Eastern States who have been reading of the recent earthquakes in Montana with a that-couldn't-happen-to-us air were startled last week when two distinct shocks toppled them from their complacency.

The disturbance, which started in the Great Lakes region, swept through parts of Michigan, Ohio, Pennsylvania, New Jersey, New York, and the New England States as far north as Toronto.

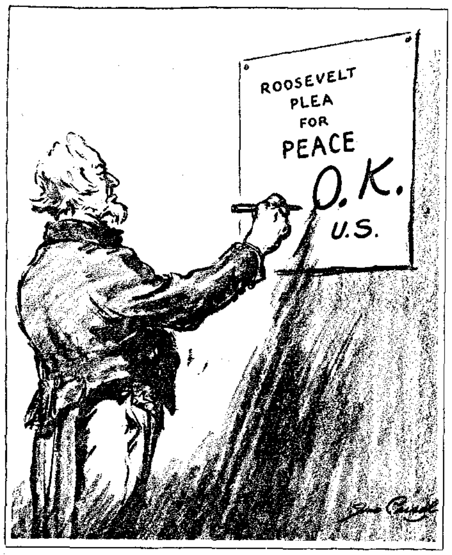
No serious casualties were reported, altho one house collapsed in Syracuse, and residents of several shaken buildings in Brooklyn, who fled them in terror, were ordered not to return.

Prior to the Eastern tremors Montana was experiencing further shocks. In Helena, additional damage was done. Total property loss as a result of more than 560 shocks experienced in 19 days may amount to $5,000,000. Scores were injured.

Montana has also been experiencing a cold spell. Last week in Helena the thermometer dropped to 8 below for the coldest day on record. From the West came tales of killing frosts and sharp gales.

Neutrality: Warnings and Support

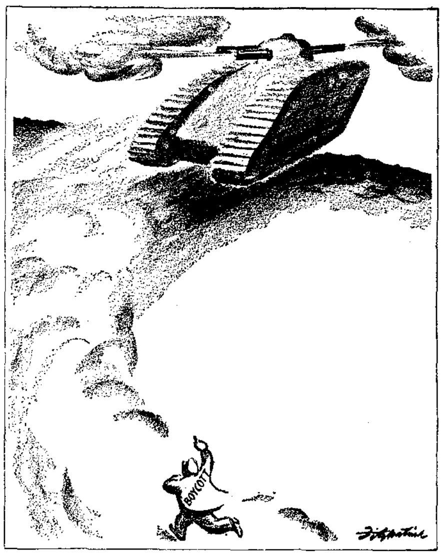
Armistice Day Proclamation Stresses Peace; Roosevelt and Hull Join in Pleading Cause; War-Profit Sacrifice Demanded



© Brooklyn *Daily Eagle*

That's Settled

—Cassel in the Brooklyn Daily Eagle



The Race is to the Swift

—Fitzpatrick in the St. Louis Post-Dispatch

"Whereas, it is particularly fitting on this anniversary of the Armistice that we should express our determination to remain at peace with all nations and our conviction that permanent peace must be attained throughout the world" . . .

Thus, in his proclamation for nation-wide observance of Armistice Day on November 11, President Roosevelt reiterates the United States policy of rigid neutrality amid current foreign embroilment.

That policy, laid down by the last Congress, was forcefully punctuated by the President last week when he discouraged American trade with either Italy or Ethiopia.

Warning that "tempting trade opportunities may be offered to our people to supply materials which would prolong the war," the President prophesied:

"I do not believe that the American people will wish for abnormally increased profits that temporarily might be secured by greatly extending our trade in such materials."

It was made clear to reporters that "such materials" meant oil, wheat, and similar commodities not on the official embargo-list of implements of war, but which are needful in war of any duration.

No Idle Gesture

"In order that American business men might know that the warning was no idle gesture," to quote a Washington dispatch to the New York *Times* (Ind.-Dem.), the President told reporters about a visit George Francis Johnson, seventy-eight-year-old shoe manufacturer, paid to him at Hyde Park recently.

When Mr. Johnson started working up from a bench in a Binghamton (N. Y.) shoe-factory half a century ago, he took, as his eleventh commandment, "Get the other fellow's point of view."

Before Italian troops had crossed the border into Ethiopia, the Endicott Johnson Corporation had received a large order for shoes from the Italian Government.

Mr. Johnson, wanting "the other fellow's point of view," called on the President. Their conversation went something like this:

"Is the order for ladies' shoes?" asked Mr. Roosevelt.

"No, men's shoes—heavy shoes," replied Mr. Johnson.

"Would they be suitable for soldiers?" continued the President.

The answer was in the affirmative.

"Would you fill that order?" Mr. Johnson inquired.

The answer was in the negative.

Order Not Filled

"But the order was filled since then, Mr. President, wasn't it?" countered a White House reporter.

Altho the President joined in the general laughter, he shook his head firmly.

Along with the President's new warning to American business men to refrain from trading with the East African belligerents came this admonition from Secretary of State Cordell Hull:

"It is my opinion that our citizens will not be disposed to insist upon transactions to derive war profits at the expense of human lives and human misery."

How effective these reiterated warnings will be, however, is uncertain, newspaper editorials advise.

"We have not prohibited carrying on trade . . . in those articles that are almost as necessary (as weapons) to a nation engaged in war," cautions the Hartford *Courant* (Rep.), while *The Wall Street Journal* (Ind.) makes the proviso that the neutrality policy is "probably workable—provided we are willing to pay its running expenses in trade sacrificed and profits foregone."

Yet, other dailies feel, in the words of the Wilmington (Del.) *Morning News* (Ind.), that "The President's course fits into the neutrality legislation.

"It goes beyond the requirements . . . but it is in accord with the spirit of it. . . . The President has found a way of working with Geneva. Since his action does not increase the chances of the United States being involved in war, and, yet, will give aid and comfort to the nations seeking to bring the war to an end, that is all for the better."

Walker's Return

James J. Walker, blithe former Democratic Mayor of New York, has returned to his native shores. To well-wishers and to New Yorkers generally he reiterates his intention to keep away from politics and to settle down and practise law.

On the outside looking in, the Indianapolis *Star* (Ind.-Rep.) thinks that "it would be an indictment of Gotham's intelligence and integrity" if it "returned to any office in America's largest city a man who possesses little claim to preferment beyond an ingratiating manner, a dapper appearance, and a fund of wise-cracks."

However, the New York *Herald Tribune* (Ind.-Rep.) expresses the sentiment of live and let live: "If it is to be really a fresh start, unadorned by perquisites from the past, he is entitled to his every chance amid a general readiness to let the past bury the past."

Meanwhile, Jimmy says, "I love this place, my home. I love every cobblestone in this city. . . ."

Spotlight on Townsend Plan

"The Townsend plan must succeed," chanted 9,000 delegates at the close of the first national convention of Townsendites, held in Chicago.

Accord went even further. The convention gave Dr. Francis E. Townsend, originator of the old-age pension plan, authority to indorse, in the name of the organization, not only Congressional candidates, but national candidates as well.

"A universal transaction tax of 2 per cent., levied upon the business of the country," said Doctor Townsend, "will, in a short time, produce abundance of revenue for the retirement of 8,000,000 old folks on $200 a month."

"It is utterly impossible," said William M. Feigenbaum in *The New Leader*, New York Socialist weekly, "even to dream of putting the plan into effect."

The same view is expressed in any number of conservative newspapers, tho some, like the Mobile *Register*, observe that, "radical as it is," the plan is "far from being a dead political issue."

Yet Representative John S. McGroarty, California Democrat, introducing the plan in Congress early this year, declared that it would mean "permanent prosperity" and "cure 90 per cent. of our problems."

Back to, or Forward With, the Constitution?

How Lincoln Ignored Supreme Court Writ; Due-Process Clause, Potential Stumbling-Block for the New Deal; Will the President Seek a Constitutional Amendment?

An old man, tall and frail-looking, handed down the second Supreme Court decision in seventy years calling an Act of Congress unconstitutional.

That decision, written in 1857 by Roger Brooke Taney, Chief Justice of the United States, was reversed by the four bloody years of the War Between the States.

But its ghost, flitting about to this day, is one of the bugaboos haunting the New Deal.

Chief Justice Taney, who assumed office under President Jackson in 1836, found a precedent for his nation-shaking Dred Scott decision in John Marshall's decision of 1803 (Marbury *vs.* Madison). Not since then had an Act of Congress been declared unconstitutional.

Taney, a Marylander, was himself opposed to slavery; he had freed the slaves he inherited.

But, as Chief Justice, interpreting the Constitution, he ruled that Congress had no right to bar slavery from the territories and that the Missouri Compromise—through which Congress had asserted that right—was void.

In this opinion, one of the longest ever handed down by the Supreme Court, he emphasized the due-process-of-law clause of the Fifth Amendment to the Constitution. It is this same clause that tripped the New Deal's Railroad Pension Act a few months ago, and now threatens to trip other Roosevelt measures.

This is the last of a series of three articles on the Constitution and its relation to vital issues of to-day. The first article appeared in the issue of October 26, the second in the issue of November 2.

Taney, unswerving in his duty as he saw it, was eighty years old when he delivered the Dred Scott opinion, which remanded an individual to slavery and shocked a nation. But he lived to clash with President Lincoln four years later in one of the many cases in which the Supreme Court has been defied.

It was in the first year of the War that Lincoln ordered all suspects jailed, and suspended the writ of habeas corpus. John Merryman, a Baltimore citizen, was imprisoned in Fort McHenry. Taney issued a writ of habeas corpus on the ground that no citizen should be deprived of his liberty except by due process of law.

The Fort would not give up the prisoner. Taney issued an attachment for contempt against the commander, but the marshal was not allowed to serve it. In a letter to Lincoln, Taney wrote a long opinion of the case.

"My duty was too plain to be mistaken," he said. "I have exercised all the power which the Constitution and laws confer upon me; but that power has been resisted by a force too strong for me to overcome."

Lincoln ignored the letter.

While Taney in these two instances emphasized the due-process-of-law clause as it affected property and liberty, it is chiefly the application to property that concerns the New Deal.

This is one potential stumbling-block. Others that face the AAA, TVA, Bankhead cotton-control plan, Wagner Labor Act, and public-utilities act as they enter the Supreme Court are the interstate-commerce clause of the Constitution, the highly involved question of State rights, and the matter of separation of powers—legislative, executive, and judicial.

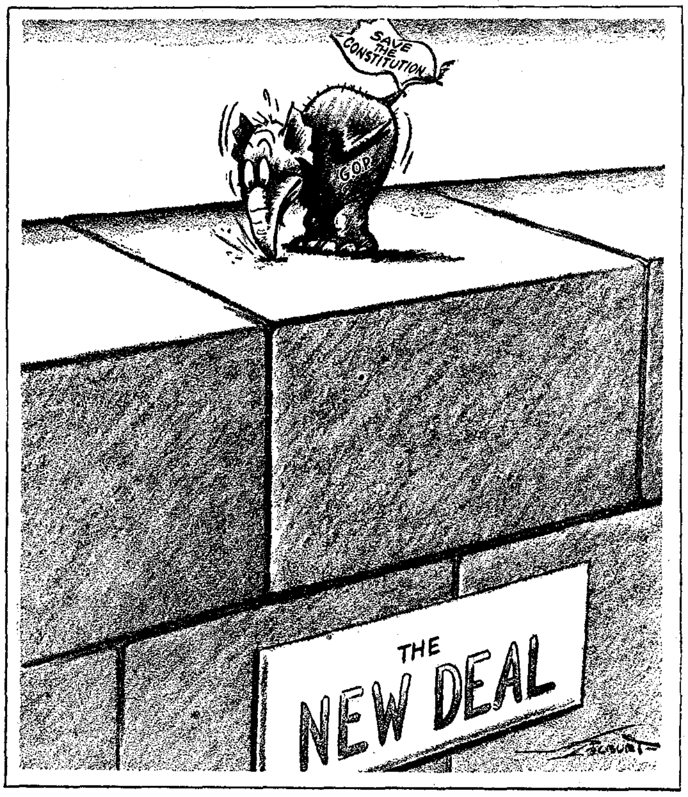
But even if the Supreme Court should turn thumbs down on additional New Deal measures, the news probably will not come as a shock. At least, we should be somewhat hardened by this time, for as Joseph L. Lewinson pointed out in *The California Law Review:*

"During the last five months of its late term, the Supreme Court declared four Federal statutes and one joint resolution of Congress unconstitutional.

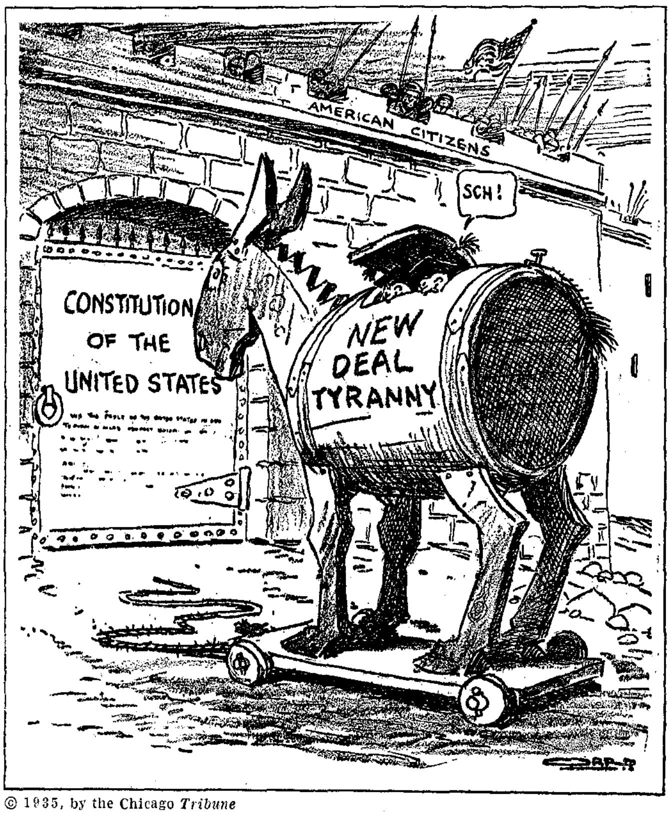
"This rate of mortality is without parallel in our history. During the first seventy-five years, but two national laws were held unconstitutional by the Supreme Court, and, by the end of 1934, the number did not exceed sixty."

Will the score go higher in the present term of the Supreme Court? And, if it does, will the President seek a constitutional

(Continued on page 42)



Still Pecking Away
—Talburt in the Washington Daily News



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The Trojan Horse at Our Gate
—Orr in the Chicago Tribune

Topics in Brief

"ITALIAN general argues with Duce."—News note. Well, well, well; that is news. —*Manchester (N. H.) Union.*

IT'S next in order for W. R. Hearst to indorse William Randolph Hearst for President.—*Tampa Morning Tribune.*

SPORTIER pheasant hunting is suggested by nimrods. How about equipping the pheasants with guns?—*Omaha World-Herald.*

PEOPLE talk about an "honest ballot." There never is a dishonest ballot until it gets into the hands of men.—*Albany Knickerbocker Press.*

BRAIN TRUSTERS have made the discovery that the cow supplies milk! They may yet find out that the taxpayer furnishes money. —*New York Journal.*

SIMILE: As convincing as a Foreign-Office explanation that the gathering of seventy-five war-ships at a hot spot was mere coincidence.—*Detroit News.*

WITH a King in exile, a *coup d'etat*, a recall and a Pretender, the Greek situation has everything but a blonde and a Lehar waltz.—*Richmond Times-Dispatch.*

IN some parts of the country, an ornithologist reports, geese suffer from chronic lead poisoning. The disease reaches an acute stage during the shooting season.—*Hartford Courant.*

ABOUT the only thing the public can gather from the highly retouched communiqués from the front is that the Ethalians are hurling back the Italiopians. —*Providence News-Tribune.*

REFERRING to the depression, Mary Pickford says it's a good thing for the human race to have troubles. But, Mary, my dear, isn't there such a thing as too much of a good thing?—*St. Louis Star-Times.*

SIGNOR MUSSOLINI urges his blackshirts "to feel the pride of loving and fighting." The only trouble we see with that idea is that it is so darned hard to keep on doing both at the same time.—*Boston Herald.*

THE Government has established a financial advisory service to assist colleges and schools on their financial problems. This, of course, will not interfere in any way with the professors advising the Government on its financial problems.—*American Lumberman.*

MODERNITY has entered into the lives of the canine element. In the good old days a dog would delight in chewing on a good old-fashioned bone. Yesterday a big Irish setter was seen chewing the life out of an empty can that had "Dog Food" printed on the side.—*Clay Center (Kan.) Dispatch.*

INCOME-TAX prosecutions of warring gangsters might rate as economic sanctions. —*Springfield (Mass.) Republican.*

YOU can buy a buffalo from the Department of Agriculture for $40. But maybe you would prefer a slab of bacon.—*Troy Record.*

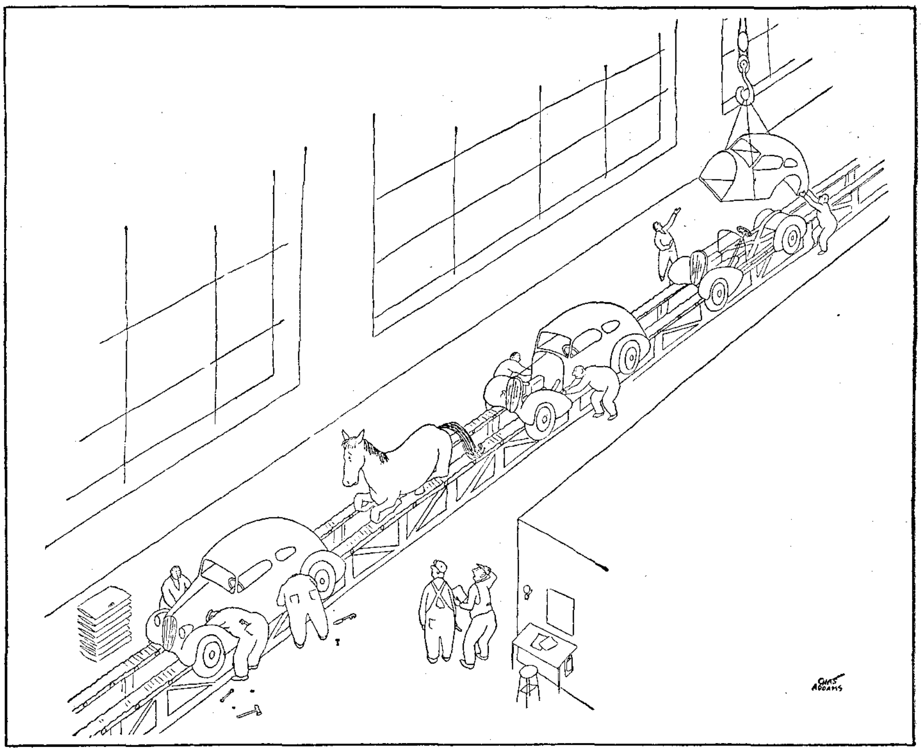
A REACTERMETER indicated that men drivers are quicker than women drivers at putting on the brakes, but to provide a really fair test the brakes should be available from the back seat.—*Louisville Times.*

MOST laws seem reasonable till silly cops try to enforce them against nice people like us.—*Asheville (N. C.) Citizen.*

WHEN Uncle Sam warns exporters that they trade with Italy at their own risk, he speaks out of sad experience.—*Dallas Morning News.*

PICTURES in the millinery advertisements indicate that the hat-makers figure women's hats have looked like hats long enough.—*Arkansas Gazette.*

CLAIMS of victory are evenly divided between Italy and Ethiopia. All that will change as soon as Italy has captured the telegraph-station.—*Wichita (Kan.) Eagle.*



"There's been a slip-up some place"

—*Addams in* The New Yorker

IN his Fremont speech President Roosevelt classified Senator George Norris as one of the six foremost men of this country. He didn't name the other four.—*Council Bluffs (Ia.) Nonpareil.*

IN Topeka, they say the reason that no grass is growing in the city streets, as Mr. Hoover predicted, is that it is all killed by men walking around looking for work.—*Macon Telegraph and News.*

A HARVARD professor says: "It is egregious obscurantism to postulate that syncopation in harmonization has an immoral connotation." Translation: Jazz won't hurt your morals, if any.—*Grand Rapids Press.*

J. N. DARLING, chief of the United States Biological Survey, wants to prosecute people who make records which sound like ducks calling. We often said some one should sponsor legislation against crooners. —*Brooklyn Eagle.*

SOME newspapers are printing the Constitution in serial form. Shouldn't something be done about this vile propaganda of the old Tories?—*Lynchburg (Va.) News.*

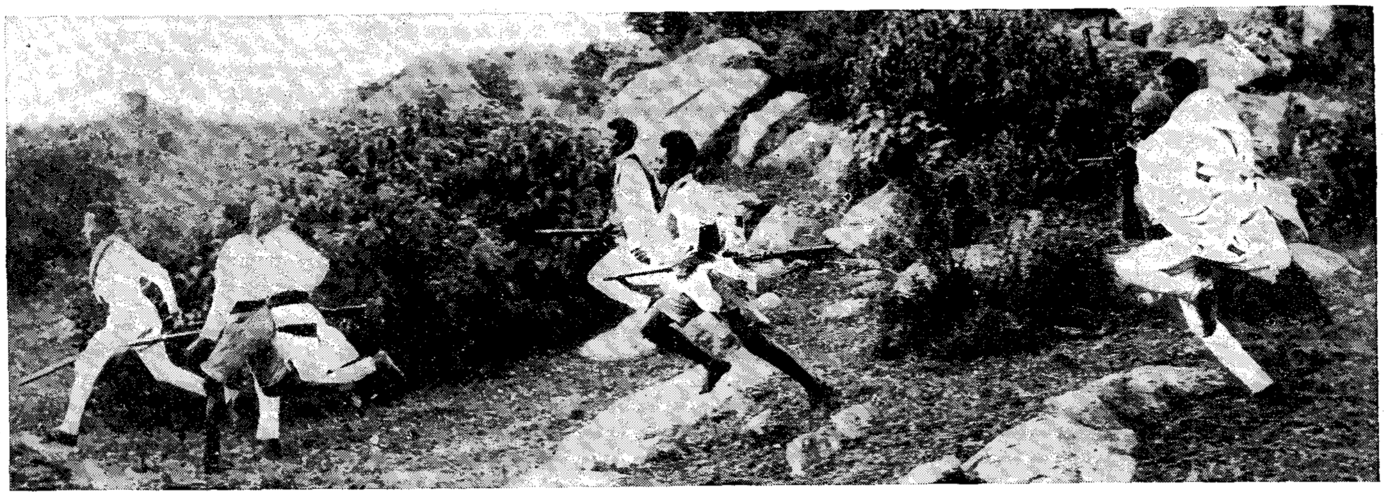
IN New York City a mortgage eighty-three years old is still running. By this time the maker has probably given up the idea of owning his home.—*Philadelphia Evening Bulletin.*

GERMAN barbers must hereafter report to Nazi police what their customers are saying. The Fatherland needs men with the courage to interrupt a barber.—*Atlanta Constitution.*

THE New York Drama Critics' Circle has decided to award a prize for the best play produced on Broadway and written by an American, the annual selection being made public a month before the Pulitzer prize announcement. It will probably be known as the Kibitzer Prize.—*Springfield (Mass.) Union.*

Fighting Fronts in Geneva and Ethiopia

Diplomats at League Seat Spar for Position; Il Duce Again Defiant, Tho Olive-Branch Is Offered by Italy; Battle-Lines in East Africa Tighten



Acme

Ethiopian warriors wasting no time in getting to cover during an air-attack on the Ogaden front

Premier Benito Mussolini made one more speech in defiance of the League on October 31. He was addressing students massed for the inauguration of the new university in Rome.

Il Duce entered the auditorium where the ceremony was held, wearing his favorite uniform of a corporal of the Fascist Black Shirt militia—bluish green with gold braid, and with a red fez with black tassel. He wore black gloves. On his chest were decorations, including that which signified his participations in the historic Fascist October march on Rome fifteen years ago.

His speech was described as one of the frankest in his fire-eating dictatorship. He said in part:

"Implacable Resistance"

"In the face of an economic siege toward which all civilized people of the world should feel supreme shame, in the face of an experiment which they wanted to test, for the first time, against the Italian people, let it be said: 'We will oppose it with our most implacable resistance, with our most firm decision and with our most supreme contempt."

Then he added that Italians ought not to ignore the fact that the new University is "born to-day, October 31, while at Geneva a coalition of egotistic and plutocratic Powers is vainly attempting to halt the steps of young Italy and its Black Shirts."

Nevertheless, on the same day, an Italian spokesman was quoted by a Geneva correspondent of the Associated Press as saying that the warring Fascist nation was willing to negotiate for peace with Ethiopia.

On the night of that eventful October 31 the Coordination Committee of the League of Nations resumed its sessions ready to apply sanctions against the Italian Government by mid-November. This, according to a Geneva correspondent of the New York *Times*, was because its fifty-odd member nations were informed officially that almost all the governments had accepted these sanctions—"a phenomenal fact"—and unofficially that the latest Franco-British peace talks in Paris had come to virtually nothing.

Surveying the Italo-Ethiopian clash at length *The Christian Science Monitor* (Ind.) noted that out of it a deeper and more ominous conflict—British imperialism *versus* Italian imperialism—has been foreshadowed and even seen hurrying the world into another 1914. British action at Geneva in favor of applying the Covenant has been stigmatized with the charge of selfish interests—the old imperialism. Yet this daily maintained:

"Without bias toward Britain or against Italy, it appears from an impartial and historical viewpoint that Britain's present imperial ties have aims and tendencies entirely different from Rome's quest for wider empire."

In sharp contrast to the foregoing is the acrid criticism of the Philadelphia *Record* (Ind.) which charged that—

"To keep itself in power the British Conservative Party is making a mockery of the League of Nations; it is incurring the enmity of the Italian people; it is risking the vital alliance with France; and it is jeopardizing the youth of England. That becomes clearer every day."

Italian Bitterness

A token of Italian bitterness appeared in an editorial in the Rome *Tevere,* in which it was stated that Italy would be more cruel against those who impose sanctions on her than against the Ethiopians. This daily added:

"To-morrow the experts of humane war, the technicians of juridical aggression, of economic strangulation will meet at Geneva. Italy salutes them with extreme disdain and with a reaffirmation of its intention to apply well calculated and well measured reprisals against them.

"Not tooth for tooth, according to the old law, but all teeth—primarily gold ones—for one single tooth."

Military Progress

While diplomats carried on their negotiations at Geneva, Italian armies in Ethiopia continued their slow advance on the northern and southern fronts.

"There is likely to be a long wait when the Italians do take Makale [Ethiopian stronghold in the north]," Maj. Gen. J. F. C. Fuller, military critic, cabled from Eritrea to *The Daily Mail* of London last week. "It is difficult, however, to judge their strategy in this campaign, which too often is judged as a military operation when in fact it is an operation of persuasion by a show of force on the spot instead of from a distance."

Assassination in China

In 1909 Wang Ching-wei, a young Cantonese revolutionary, threw China into an uproar by attempting to assassinate Prince Chun, father of and Regent for the "Boy Emperor," Hsuan Tung, now Emperor Kang Teh of Manchukuo.

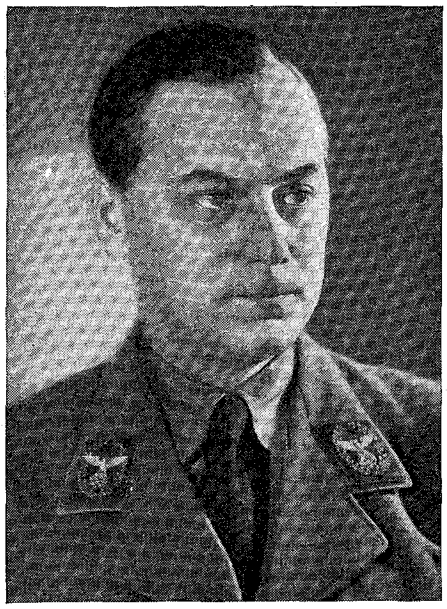
One day last week Wang Ching-wei, now Chairman of the Executive Yuan of the Nationalist Government (a position approximating Prime Minister), fell before the bullets of an assassin in Nanking. He was shot as he stood with other officials who had gathered to attend a momentous conference of the ruling Kuomintang Party on Chinese-Japanese relations.

For some time, said an Associated Press dispatch, Wang had been regarded as "the main prop of the pro-Japanese faction" in the government, which possibly led to the attempt on his life.

Shot down with Wang were Tseng Chun-min, Vice Minister for Railways and his chief aid, and two other officials.

Twilight for Nazi Neopagans

"Stop Your Nonsense!" Realmleader Hitler Admonishes Wagnerian Guards; Path to Positive Christianity Is Reopened



European

Alfred Rosenberg, leader of the pagan religion in Germany

The Nordic pagan symbol, a silver swastika in the form of a sun-wheel on a robin's-egg-blue field, was subjected to official Nazi "desecration" by Realmleader Adolf Hitler last week.

"Stop your nonsense!" was the stern admonition reported given by Hitler to Dr. Alfred Rosenberg and other recognized neopagans of the Nazi Reich, united in what is known as the Wagnerian Guards. As a sign that he meant business, Hitler was said also to have imposed bans on Teutonic cult-festivals and on further building of open-air amphitheaters in Germanic style and spirit where such gatherings might be conducted.

German churchmen, according to Berlin Associated Press dispatches, felt that Hitler's announcement meant that twilight had set in for the Wagnerian Guards. It was related also that Hitler had assured the Roman Catholic Bishop of Berlin, Count Konrad von Preysing-Lichtenegg-Moos, that Dr. Alfred Rosenberg's philosophy of a German faith with heroes and gods for Germans only would no longer be tolerated.

Christianity Wins

Meanwhile Hans Kerrl, the tall, broad-shouldered Nazi Minister of Church Affairs, issued the following statement:

"Reich-Chancellor Hitler, acting at the wish of Dr. Hjalmar Schacht [President of the Reichsbank and Economics Minister], has had country and district leaders advised that 'Hitler will lead the Party along the path of positive Christianity and not along the false path of anti-Christian doctrine.' "

The Washington *Post* was interested to note that Hitler's action followed "the wish of Dr. Hjalmar Schacht," and it went on to say:

"Doctor Schacht, it is only fair to assume, must have been largely motivated in his recommendation by a concern for the strangling economy of his country. The connection between Reich Treasury statements and Reich Druid dances is not so remote as might at first appear.

Pagan Rites Assailed

"Dances and all the other rites of the Wagnerian Guards, as the neopagans were officially known, have come to represent in the mind of the world the psychopathic hysteria which dominates Germany to-day.

"Consciously or otherwise, there has developed a disinclination on the part of civilized people everywhere to enter upon dealings with a people seriously interested in the worship of Wotan."

Nazi neopaganism had made little real progress, said the Boston *Herald*, which considered that Hitler's repudiation of the neopagans meant risking the support of only a very small group, and added:

"His disavowal of paganism is probably only a bargaining point in his controversy with the established churches. What really is at stake is the moral leadership of the 6,000,000 boys and girls in the German Youth movement.

"The churches, especially the Catholic Church, are struggling to maintain their traditional supervision of the spiritual training of the young. Hitler insists in bringing them up under the guidance of the swastika."

At the same time editors believed that signs in Germany now point to a restoration of the privileges of religion within the State. Such was the interpretation put upon Berlin Associated Press cables of October 30 saying that the Evangelical Church Committee, recently created by Kerrl, had ordered legal action against Protestant pastors in Prussia to be stopped.

Churchill Enrages Hitler

Winston Churchill drew a new portrait of Realmleader Adolf Hitler in an article published in *The Strand Magazine*, of London, and in the American weekly *Today* (New York). It followed speeches by other English statesmen, including Prime Minister Stanley Baldwin and Sir Samuel Hoare, British Foreign Secretary, with the result that Hitler's resentment rose to the boiling point.

Mr. Churchill described him as "a child of the rage and grief of a mighty empire and race who had suffered overwhelming defeat in war." He it was, said Mr. Churchill, who had "exorcised the spirit of despair from the German mind by substituting the not less baleful but far less morbid spirit of revenge," and Mr. Churchill went on:

"In the fifteen years . . . he has succeeded in restoring Germany to the most powerful position in Europe, and not only has he restored the position of his country but he has even to a very large extent reversed the results of the Great War. . . .

"When Hitler began, Germany lay prostrate at the feet of the Allies. He may yet see the day when what is left of Europe will be prostrate at the feet of Germany."

Hitler's reply to Mr. Churchill was an official communiqué announcing that the German Ambassador to Great Britain had been instructed to protest sharply to the proper authorities against "an article which attacked in almost unsurpassably malicious fashion National Socialism and its Fuehrer." *The Strand Magazine* was banned from the Reich for "an unlimited period."

Emperor Receives Garner

Sailing early last month for Japan, en route to the Philippines Commonwealth Inaugural ceremonies, Vice President John Nance Garner was amused by stories that he would have to remove his shoes during his audience with Emperor Hirohito. In his trunks he placed a number of extra pairs of cotton socks.

Last week, he was ushered into the ornate Phoenix Room of the walled and moated Imperial Palace, in Tokyo, where, with Speaker Joseph W. Byrns, he bowed low in the presence of Japan's Imperial Majesty. But on his feet were his high-laced black shoes.

Through a courtesy, two generations old, to distinguished foreigners, the first American Vice President to visit Japan while in office was allowed to waive a sacred custom.

"Behind this picturesque incident," said the Boston *Herald*, "lies a delicately conceived diplomatic maneuver . . . the State Department decided that stop-over in Japan would serve two purposes:

"It would remind the Japanese that the United States still controls the Philippines for another ten years at least, and it would indicate that the present Administration looks more tolerantly on Japan's excursion in Manchuria than did its predecessor."

Wide World

Vice President Garner, a happy traveler in Japan

Bribery Scandal in Spain

Cabinet Shake-Up and Bitter Party Clashes Follow Gambling Casino Promoter's Charge He Paid $275,000 to Fifty Officials

Complacently sitting back, Spain keenly observed in January and February, 1934, the Alexandre Stavisky scandal which broke over the head of her good neighbor France, upsetting the Government and causing a near civil war.

The Republic, still feeling its way after the overthrow of the Monarchy in 1931, reassured itself that it was safe from such an arch-corrupter of officialdom.

But one day month before last Republican Spain came face to face with a first-rate scandal of her own make and design which bore a parallel to the Stavisky affair. On that day—September 16—a heavily-sealed letter postmarked The Hague and addressed personally to Niceto Alcalá Zamora y Torres, the venerable President of the Spanish Republic, reached the Presidential Palace.

Signed Daniel Straus, the letter made President Zamora blanch with shame and indignation. He sent for Premier Alejandro Lerroux, the bald, white-mustached chief of the powerful Radical Center Party.

Accuses Fifty Officials

In effect, Straus, a Polish-born Mexican, who promoted the Schmeling-Uzcudun boxing match in May, 1934, accused some fifty officials of the Republic—mostly Lerroux partizans—of accepting 2,000,000 pesetas (about $275,000) in bribes from him.

For this sum they were to allow him to set up his patented electric roulette-wheel in casinos at San Sebastian, former royal summer resort on the Bay of Biscay, and at Formentor, on the Mediterranean island of Majorca.

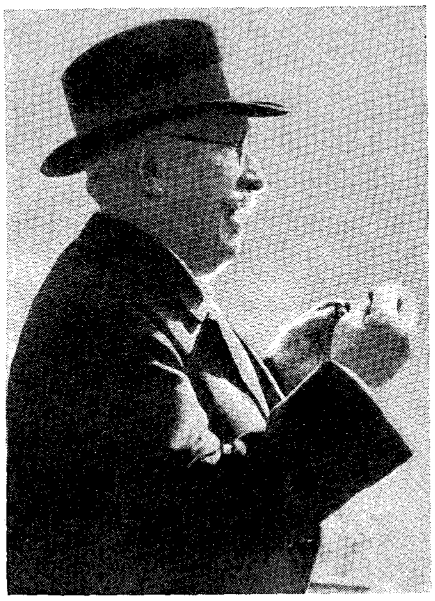
The accused officials, Straus alleged, halted the gambling, forbidden under the Republic, within twenty-four hours, double-crossing him. He demanded the return of 500,000 pesetas.

Cry of Blackmail

Lerroux resigned. His Finance Minister, Joaquin Chapaprieta y Torregrosa, Spanish money-wizard, a slightly hunch-backed lawyer with flowing gray hair, became Premier. Lerroux, retained as Foreign Minister, charged "political blackmail" designed to estrange his party from the Conservative Catholics and break up the coalition ruling the country.

Thereupon, a parliamentary inquiry commission, investigating, accused eight prominent members of the Lerroux Party, including his nephew, Aurelio Lerroux; Sigfrido Blasco y Ibañez, son of the late novelist, and the Mayors of Madrid and Barcelona, of accepting bribes.

One day early last week Lerroux said: "As soon as I get out of the Government and am free to say what I like, I shall destroy this political intrigue." The next day, this old revolutionary, of whom Alfonso XIII said, "We must admit he is a fine old fighting cock," quit the Cabinet.



European

Alejandro Lerroux, storm-center in Spanish scandal charges

Chapaprieta soon after dissolved and reformed his Cabinet in such a way that the Center-Conservative-Right Coalition kept the saddle.

Said the Baltimore *Sun:* "It remains to be seen whether President Zamora can prevent the Straus scandal from leading the nation into the conflict for which recent events seem to have been preparing it."

"The C.E.D.A. [Catholic Popular Action Party], the Party led by Jose Maria Gil Robles," commented *The Commonweal,* "still dominates the Government. Leftists still insist that Gil Robles is not only a Fascist but also a convert Monarchist. However, in preparing for the elections which must come soon in Spain, Gil Robles is attempting to establish his position more and more clearly as an upholder of the Republic."

As Greek King Comes Back

Thousands of Greek farmers, waving olive-branches, enthusiastically hailed Field Marshal George Kondylis, Premier and Regent, on October 27 in Athens. They had come to the city to hear the Regent explain how he had become disillusioned with the Republic which had thrown the nation into "a spirit of disintegration and moral and material anarchy."

His entire audience which crowded into Constitution Square of the Greek Capital, was estimated at 60,000 people. He asked them to vote for King George II and promised them a fair plebiscite to restore to his throne the leader of the "already established national Renaissance." Apparently he won their hearts, for peasants and soldiers danced delightedly in the streets that night to the martial beat of drums.

Athens Associated Press dispatches told of the arrest of Alexander Papanastassiou, on October 28. It was charged that he had circulated a pamphlet inciting to revolution. The Government, it was said, was undecided as to whether to send this former Premier, now leader of the Agrarian Workers' Party, into exile on an Ægean Island.

Eleutherios Venizelos, who has been living in Paris, under sentence of death by a Greek court-martial, since the abortive revolt last March, was quoted in Paris press cables as saying that:

"If the plebiscite were honest, the republicans would have 70 per cent. of the votes and perhaps 75 per cent. The royalists do not total 20 per cent. of the people in Greece."

Restless Venizelos

The story of Greece's nine-year-old Republic, wrote Richard Buxton in the London *Sunday Times,* is a series of changes of government, military *coups* and every kind of *putsch,* with the restless M. Venizelos hanging on the flank of every régime not set up by himself, and this informant went on:

"Perhaps it is in the person and career of M. Venizelos that the secret of the recent history of Greece is to be found. He has never been quite powerful enough to establish himself for any length of time as undisputed master of the country, never so far fallen from power as to allow any other Government to feel itself quite at ease."

Turkey as Peacemaker

Since the World War Iran (Persia) and Irak, an independent State under British influence occupying the basin of the Tigris and Euphrates Rivers, have disputed the sluggish river, Shatt-el-Arab, which cuts a path between them, emptying into the Persian Gulf.

Irak, a former Turkish Province, claims the river under a Turco-Persian pact of 1847 and a protocol of 1914; Iran maintains neither of these documents was approved by its Parliament. Moreover, Irak says Iran has a thousand miles of sea-coast while the Shatt-el-Arab is her only outlet to the sea. She is quite willing to settle navigation matters once her claim to the river's possession is fixed.

For the last month tension between the two nations was noticeably lessened. Last week the answer came from London. Turkey, it developed, had stepped in, and got Irak and Iran around a table at Geneva where all three secretly initialed a treaty of non-aggression.

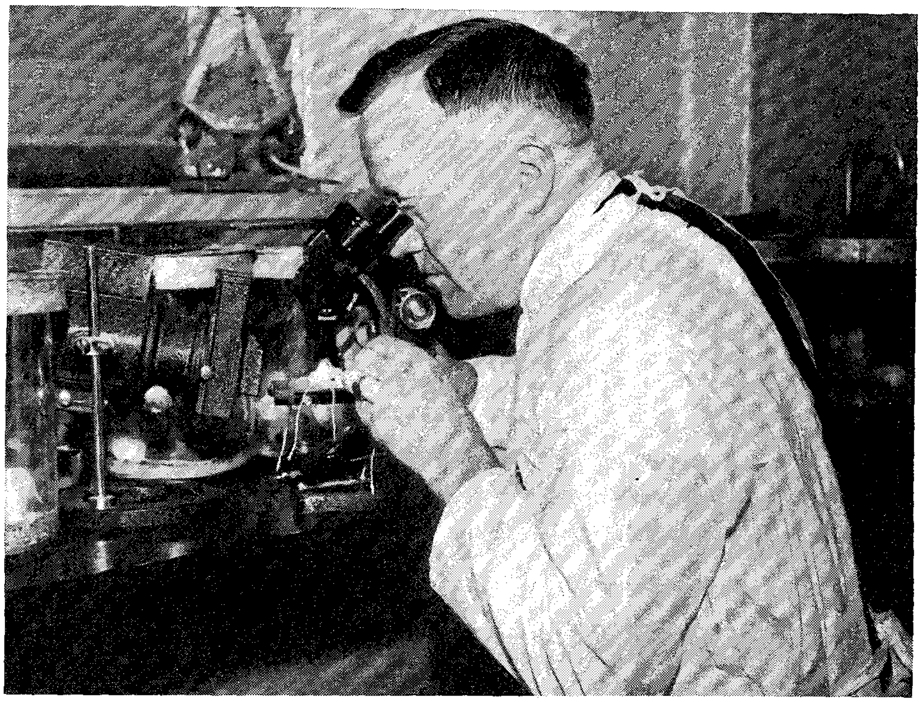
For diplomats this pact had dual significance. Not only did it help to compose differences between Irak and Iran but it set up the nucleus of a mid-Eastern bloc to ward off possible Italian expansion in the Near East. Saudi Arabia and Afghanistan may come in later.

Mustafa Kemal Atatürk, the slim, dapper Turkish President-Dictator, last week then demonstrated that this project was no empty affair. Turning aside from the twelfth anniversary of the foundation of his self-made Republic, he assured Great Britain of his armed support in event of a Mediterranean clash with Italy.

Science and Medicine

They Walk in Danger to Conquer Disease

Public Health Service Heroes in Never-Ending War; Risk Lives in Fighting Plagues; Stricken Often, They Go on, If They Recover, to New Battles Against Insidious Foes



© Harris & Ewing

Dr. Charles Armstrong of the Public Health Service: Three times he has been struck down by diseases upon which he was working

Members of America's thin, scattered standing army against disease must always be prepared for two contingencies: orders to move, and sudden treacherous attacks of the enemy.

Last week a steady-eyed, white-haired member of that army, Dr. Herman E. Hasseltine, left the United States Naval Hospital at San Francisco, shrugged his fever-wasted shoulders, and began packing for another move. Twice in his thirty-one years of plague-fighting has disease brought him near death. More than fifteen times has he moved.

This time, his orders are to proceed south as quickly as possible to take charge of a leper colony.

Thirty-One-Years' Battle

His recent sojourn in the hospital was to recover from a second attack of psittacosis, or parrot fever, contracted in the campaigns of the Public Health Service against this disease. In thirty-one years he has grappled successively with leprosy, typhoid, undulant fever, bubonic plague, and parrot fever. He has moved, bag and baggage, as far north as Alaska, as far south as Norfolk, Virginia, as far east as New York, as far west as Honolulu. Now he returns again to the war on leprosy, as director of the National Leprosarium at Carville, Louisiana, the only leper colony within the continental United States.

Such vicissitudes are commonplace in the lives of Public Health Service men. Seriously ill last week in the United States Naval Hospital at Washington, for another example, was Dr. Rolla Eugene Dyer, Assistant Director of the National Institute of Health, specialist on diphtheria, scarlet fever, pellagra, and typhus.

It was Doctor Dyer who, with his associates, proved that the kind of typhus prevalent in the United States is spread from rat to rat and from rats to humans by the rat flea.

Typhus Victim

Three years ago he contracted typhus himself. Recovering, he continued the research, only to come down, two or three weeks ago, with a streptococcus infection that sent him to the hospital for a prolonged stay.

Better known to the public than Doctor Dyer, is Dr. Charles Armstrong, Surgeon of the Public Health Service, who has three times been struck down by diseases upon which he was working.

When the parrot-fever epidemic swept the country in 1929 and 1930, Doctor Armstrong was assigned to the task of conquering it.

Into the laboratory at Washington was brought the body of a bird that had started several cases in Baltimore. Despite precautions, Doctor Armstrong and his colleague, Dr. Harry Anderson, were stricken.

The virus escaped the laboratory, crept through the halls of the building. Worker after worker contracted the disease, among them Doctor Hasseltine, who was studying undulant fever at the time.

Doctor Anderson died, and the House of Representatives officially praised him, on February 11, 1930, as "a soldier who died in the warfare of science for humanity."

But Doctor Armstrong recovered. He tested his blood, and found that his body had built up so much resistance that it could, to a certain extent, be shared with others. In September, 1932, when Mrs. William E. Borah, wife of the senior Senator from Idaho, contracted parrot fever, her physicians telegraphed from Boise to Washington for serum. Doctor Armstrong's blood was chosen, the serum prepared, and sent by air-mail to Idaho.

Invisible Enemy

Doctor Armstrong's first taste of the striking power of the invisible enemy came twelve years ago, when he was working on dengue fever in Texas. He contracted the disease himself.

In 1933, when an epidemic of "sleeping sickness" broke out in St. Louis, he was assigned to attempt to check it. Returning to Washington, he developed a disease that doctors could not diagnose.

Recovering, he was immediately assigned to study infantile paralysis. This summer he led the fight against paralysis on a nation-wide scale, supervised the inoculation of thousands of children with the two experimental vaccines now available.

He also carried on experiments of his own. During the summer he announced, in conjunction with Dr. W. T. Harrison, of the Service, that experimental animals could be protected against the disease by spraying their nasal passages with an alum solution, an observation that may point out a new road toward prevention of infantile paralysis in humans.

New Malady

His research disclosed also that there is a wide-spread disease, hitherto unrecognized, similar to infantile paralysis. Doctor Armstrong, working with Dr. Paul F. Dickens, of the Public Health Service, identified the new malady and named it "acute lymphocytic choriomeningitis." Still another illness for parents—and the United States Public Health Service—to worry about!

For, as Orland Kay Armstrong recently pointed out in *This Week*, syndicated magazine:

"Doctor Armstrong insists that his work is 'routine.' Just a part for which he has fitted himself, just his end of the load with the rest of 'the boys' at the headquarters, in the laboratory and in the field.

"But 'the boys' know that much of their glory is due to the uncanny knowledge and ability of the man in charge of the service laboratories. . . .

"'We never take anything for granted,' Doctor Armstrong says. 'We can not guess. We must know.'"

Man: Free-Willed or Mechanistic?

Compton, Famous Physicist, Finds Newer Discoveries of Science Lend Support to Ancient Basic Ideas of Religion

Twenty-five years ago young Dr. Arthur Holly Compton, now one of the world's foremost physicists, began a career of research in a field smaller than the atom and larger than the Milky Way.

With X-rays as his tools, he probed delicately into the structure of matter. Studying rays themselves, he was swept out into the cosmos.

He literally roamed the world: climbed mountains, descended to the sea, visited the equatorial regions, and slogged northward into the blizzardy wastes within the arctic circle, seeking knowledge of the invisible, powerful rain of cosmic radiation that pours upon the earth from space. He sent instruments into the stratosphere, passed lonely vigils on mountain-tops, organized a small army of watchers throughout the world to help him gather information.

This week, with characteristic energy, and with more daring than many a scientific colleague, he entered an even larger field by publishing a small book, "The Freedom of Man" (Yale University Press, New Haven, Conn.). Amplifying the Terry Foundation lectures he delivered at Yale in 1931, he reopens in this book the ancient question of Science *versus* Religion. Forthrightly, he shows how the newer discoveries of atomic physics lend support to the ancient basic ideas of religion.

Two Great Theories

In 1682, Sir Isaac Newton announced his theory of gravitation, proving that even the heavenly bodies obey exact material laws. A hundred years ago this autumn Charles Darwin began work on his theory of evolution, which brought the animal kingdom into the same general category.

Then from innumerable sources scientists produced evidence that all Nature, insofar as it could be accurately observed, obeyed laws so exact that, given knowledge of the past history of an object and its present state, the scientist could predict its future course.

Upon this rock dashed the arguments of a century: is man also subject to fixed laws, or has he free will? The weight of classical scientific evidence said man is a mechanism, and ultimately the laws that control him will be discovered. Philosophers and theologians hotly denied it. Man, they declared, is free, responsible for his acts.

But science moves. Even its most cherished postulates are subject to modification when new facts are discovered.

"Newton's laws," says Doctor Compton, "were formulated on the basis of experiments with objects of ordinary size, projectiles, pendulums, and the like, and had their first highly precise tests when applied to problems of astronomy. . . .

"During the past generation . . . physicists have concerned themselves with what goes on in the atom. This they find is made up of electrons, protons, and neutrons in continual motion and in various states of combination. At first we supposed that these excessively minute particles would obey the same laws as those discovered by Newton and his followers. . . . When, however, these laws were subjected to test on this very small scale, they were found to be wholly inadequate.

Wide World

Dr. Arthur Holly Compton with a cosmic-ray meter which he sent up into the unknown of the stratosphere

"After years of confusion a new set of laws of motion has emerged, which has become identical with those of Newton for large-scale events, but on a small scale give strikingly different results. Replacing the exact predictions of astronomy, we have on an atomic scale laws of statistical probability.

Chance, Not Law

"That is, the laws of the new physics can not predict an event; they tell us only the chance of its occurrence."

If atoms and their parts thus have what might amount to "free will," why not man?

"Instead of removing the foundation of morality," says Doctor Compton, "science now presents new reasons why men should discipline their lives, and supplies new means whereby they can make their world more perfect."

Cynics may say that the scientist was rather too easily persuaded to this view, owing to his strict Presbyterian upbringing. Doctor Compton, now Professor of Physics at the University of Chicago, is the youngest of the three sons of Dr. Elias Compton, a Presbyterian clergyman, formerly Dean of the College of Wooster, Wooster, Ohio.

All three sons are now prominent. The eldest, Karl, is President of Massachusetts Institute of Technology and President this year of the American Association for the Advancement of Science. Wilson, the second, is an economist and an executive in the lumber industry. Arthur received the Nobel Prize in 1927 for his discovery of the "Compton Effect," which showed that X-rays, though radiation, act like solid particles when scattered by reflection from atoms.

"Tall, dark, and handsome, Arthur Holly Compton . . . could hold his own, so far as appearance is concerned, with the matinée idols of Hollywood," wrote John O'Neill recently in the New York *Herald Tribune*. "As a matter of fact, he donned the wig and silken habiliments of a courtier of the Louis XIV period in an amateur theatrical at the University of Chicago about a year ago and gave a dashing presentation of his rôle. . . .

"He wields a tennis-racket that is strung with victories, mans a canoe-paddle that has had plenty of experience in mountain lakes and streams, and swims with a powerful stroke. Topping all, he is a philosopher who holds a reverential attitude toward nature."

Profession of Motherhood

"Few of us have recognized that a child's life-pattern is complete by the time he is five; that his education is finished before he enters school; that his future years will repeat, in varying ways, his emotional and physical reactions, fixed during those first few years."

Dr. Ellaine Elmore, specialist in child training, and the mother of three children, wrote that last year in *Psychology*.

This week Doctor Elmore was busy organizing her work at The Institute for Mothers, recently opened in New York, at which she will train mothers for the most difficult and most important profession in the world. She believes the Institute is the first such institution of its kind.

Some of the foremost psychologists in the country, as well as business, political, and social leaders, are sponsoring the slight, white-haired, keen-eyed little woman who is tackling a job hitherto attempted only in Spain and Russia.

Studied Under Adler

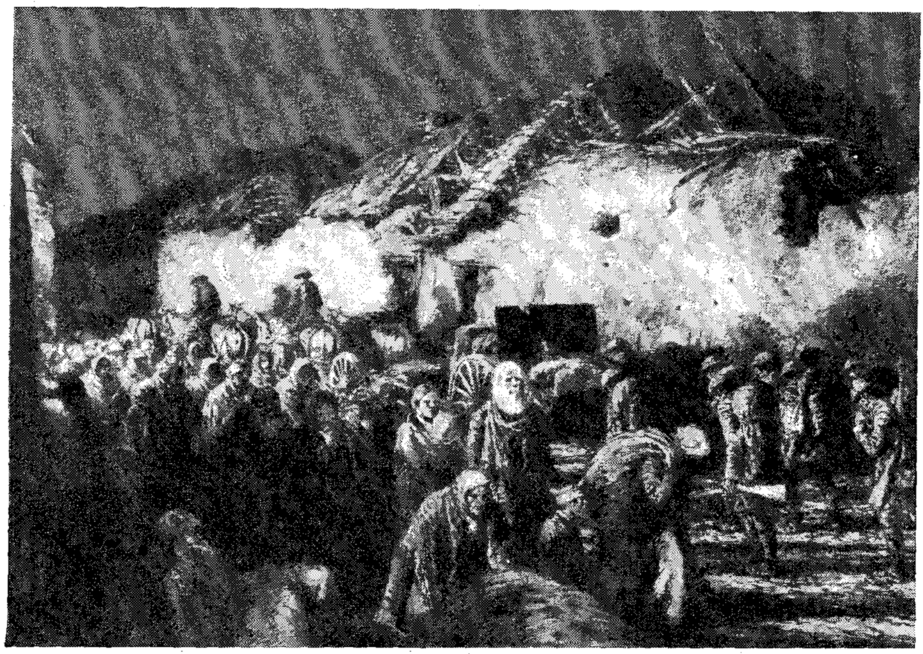
Formerly of the University of Paris, Doctor Elmore studied under the famous Viennese psychologist, Dr. Alfred Adler, now in this country. His ideas are the foundation of her teaching.

She believes that all mothers can learn how the minds of growing children work, and how they can be molded. She will teach mothers through lectures at the Institute, and by correspondence. She also hopes to train several women who will go about the country, reaching wider audiences.

"It is my work . . . to bring the gift of knowledge to every mother in the land," she explains. "With this knowledge she may prepare herself to make the proper adjustments to life and enable her children to achieve for themselves the highest degree of individual development, which is to be completely and continuously happy in living."

Peace Cries Resound in an Unheeding World

Geneva Moved to Tears by War-Maimed, But in Vain; Campaign in U. S. Intensified by Student Demonstration, Peace-Bond Sale, and Plebiscite by Church



Courtesy of Frederick Keppel & Company, New York

Refugees, *by Kerr Eby, who saw service in France in the World War*

A slight man who had no eyes, whose face was deeply scarred and whose arms ended at the wrists arose in the Disarmament Conference Hall in Geneva.

He was Hans Hirsch of Austria, one of a small army of veterans of all the battlefields of Europe who had come to Geneva to ask the Disarmament Conference to save their "children and civilization" from the horrors through which they had passed. Not one of them was whole.

On the dais was the late Arthur Henderson, then President of the Disarmament Conference.

"We who were at the front," said the sightless Austrian delegate, "have learned much and forgotten nothing. . . . To die for one's country is very fine, but to live for it is a thousand times finer."

That was nearly three years ago.

Moved to Tears

Spectators at that tragic scene at Geneva, wrote the New York *Times* correspondent, were moved to tears by the army of human remnants who had come to ask peace for their children's sake. What the veterans said, wrote John T. Whitaker, correspondent of the New York *Herald Tribune*, "was less eloquent than the clatter of their crutches, and less moving than the sight of one speaker being led to the platform, and a second pausing until a friend had wiped his perspiring face."

But eloquence of voice and crutch was in vain. Three days later the delegates to the Disarmament Conference returned to debate the question of limiting tanks to sixteen tons. A year later the cost of world armament had increased by $500,000,000. To-day the Four Horsemen ride again. In fact, they have not left the saddle since they mounted on a July day in 1914.

Which gives point to the continued struggle for peace and to the nation-wide student demonstration against war.

According to a statement of nine national youth organizations cooperating with the National Student Federation of America, more than 125 colleges, many of them with the permission and participation of their faculties, have supported the demonstrations. The students are urged to uphold a program which includes support of "genuine neutrality," to work for the demilitarization of the colleges, and to refuse to support the United States in any war it may undertake.

Call Denounced

"Of course," observed the Grand Rapids *Herald* in a bitter denunciation of the call, "not one out of 100, even the sponsors of such a program, are yellow enough to subscribe to the pledge once they understand it." *The Herald* suggests that Youth should send out a call which would pledge it, if need arose, to shed every drop of blood in defense of the country and the Constitution upon which it is founded "against whomsoever would destroy them."

Reflective of older opinion on the question of peace and war will be the results of the million-dollar peace-bond campaign being conducted by the National Council for Prevention of War, and of the plebiscite on peace and war being conducted by the Congregational and Christian Church. In this plebiscite each member is asked to decide: "As a Christian should I bear arms in any war declared by my Government?"

It may be considered remarkable to hear the voice of the soldier rising in this concert of opinion for peace.

Said Gen. Malin Craig, new Chief of Staff of the United States Army, as he is quoted by L. C. Speers in the New York *Times Magazine:*

"We hear a good deal about pacifism in the United States. I believe in pacifism, and in my opinion the most perfect pacifist is the soldier who has been through the mill and knows from bitter experience what war is.

"That soldier hates war, and he does not want his son, his friend's son, or his country to suffer as he has suffered. He is for adequate national preparedness, which is now and always has been the best insurance against war."

Catholics Stirred Over Mexico

The Knights of Columbus have crossed swords with President Roosevelt over his alleged lack of concern for the plight of Catholics in Mexico.

In a complaint addressed to the President last week and signed by Martin H. Carmody, Supreme Knight, and William J. McGinley, Supreme Secretary of the order, Mr. Roosevelt is charged with failure to carry out a promise allegedly made in July to issue a "public statement" setting forth the attitude of the United States toward religious persecution by the Mexican Government.

Saying that the more than 20,000,000 Catholics of the United States are "completely at a loss to understand the apparent unconcern" of the President toward "the intolerable state of affairs in Mexico," the letter concluded: "You can not escape responsibility for non-action on behalf of bleeding and oppressed Mexico."

Policy Axiomatic

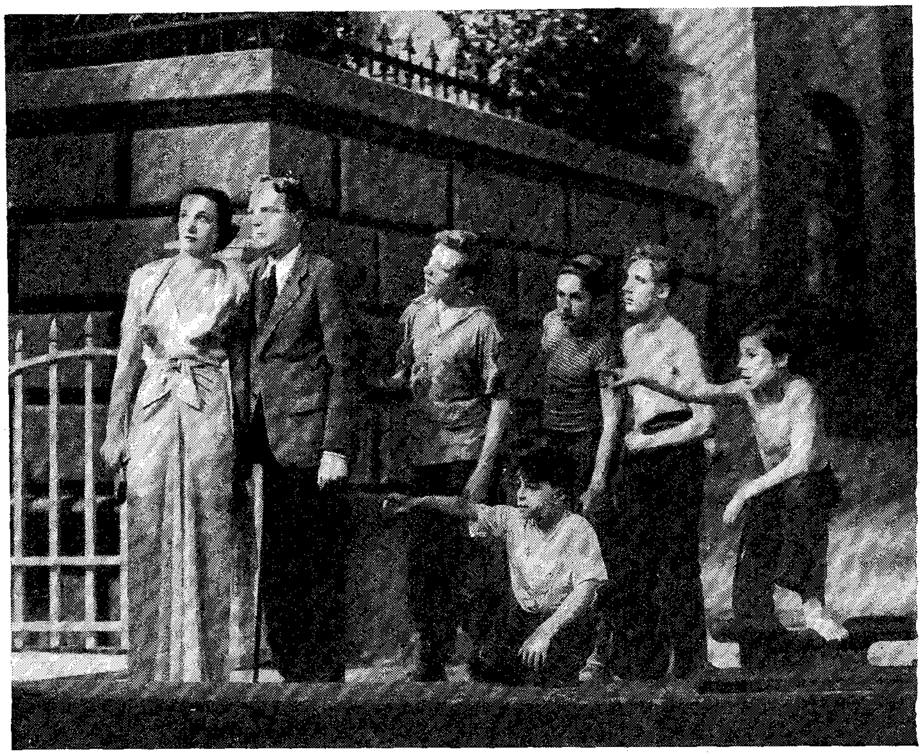
The Hartford *Courant* (Rep.) recalls, however, that some time ago the President said in a speech at San Diego that "in the United States we regard it as axiomatic that every person shall enjoy the free exercise of his religion according to the dictates of his conscience." *The Courant* added:

"For the President to attempt to do more would, however, set in motion forces the consequences of which can not be foreseen. Short of war, the President has no power to compel the Government of Mexico to alter its policies with regard to religion.

"Any other undertakings, such as an investigation by Congress, would not achieve the desired result, altho they would probably exacerbate relations between the United States and Mexico to such an extent that all the work of reconciliation done by Dwight Morrow some years ago might speedily be wiped out."

Explosive Play Stirs the Sleepy Theater

"Dead End," the Second Work by Sidney Kingsley, Pulitzer Prize-Winner, Tells a Thumping Story of Wealth and Poverty Living Together at the East River's Edge



White Studio

Margaret Mullen and Theodore Newton learn about the mystery of New York's East River front from some tough boys of the neighborhood in the play, "Dead End"

The theater of Manhattan, twisting lazily and woofling softly in a profound, unexpected in-season sleep from which not even eleven successive plays could rouse it, was pelted awake last week when Sidney Kingsley, author of the Pulitzer Prize-winning "Men in White" of two years ago, marched into town with "Dead End," his first play since he won the Prize.

Young, a bright student of Cornell's theater-minded Prof. A. M. Drummond, Sidney Kingsley performed much the same marching feat just twenty-six months ago, his galvanic hospital play setting the pace for a season which had threatened to be yawning and a bore.

In two years, then, he visited Russia, watched his play receive greater acclaim abroad than it did here, basked comfortably in a hot, pouring sun of European personal adulation—and returned home to hear spiteful whispers about the lightning-stroke which never again would set him aglow or fuse him into a play-making state of excitement.

Settles Along River

Austerely, quietly, he settled himself at that point where East 57th Street becomes the East River, and said nothing. Late at night, the lights burned in his windows, but often enough they were dark for weeks on end. And the spiteful whispers became outspoken forecasts that Mr. Kingsley was a one-play dramatist, a lucky boy who soared once and hit the stars.

Last week, the forecasts fell apart into small, chagrined pieces. He offered, with the mighty help of Norman Bel Geddes, his "Dead End," and left the First Audience dazed with the ferocity of it and its mounting, thumping strength.

This is a broad dramatic picture, this "Dead End," broad and bold and aflame with vivid colors which smite the eye and shock the senses. It is, in a sense, a play without a story; a single, sustained story, that is. Into it are poured half a dozen stories, which flash across one another.

Grim Baby Lips

At the end of a street which abuts on the East River a towering, expensive apartment-house looks down upon a string of beastly tenements. Small boys—horrendous small boys—from these tenements swarm in the street, thieving, fighting, stabbing, conniving at dreadful improprieties. They fill the air with gutter-urchin epithets, which become even more startling when one, suddenly, realizes the ghastly casualness with which they fall from these grim baby lips. Sensitive souls in the First Audience winced, and perceptibly; others after them must, also.

The future of these brawling street snipes is lighted up and foreseen in the characters of *Gimpty*, a tenement brat who grew up to be a brilliant young architect, if a jobless one on galling relief, and *Baby-Face Martin*, a slim ice-cold killer sought by police and Department of Justice agents from Coast to Coast. Only one generation separates the children from these two adults who sprang, a thousand miles apart in intellect and honor, from precisely the same littered gutters.

Mocking, Challenging

"Dead End" whistles the breath out of one at its best, mocks and challenges one at its least, and when the season is ended it must, of necessity, stand high among the honored works of the year.

John Mason Brown, in the New York *Post*, is not at all certain that either of Mr. Kingsley's plays is the wonder-work it has been called.

"Altho 'Dead End' is only Sidney Kingsley's second play to reach Broadway," he observes, "it can safely be said that no native playwright of our day has owed more to, or been more fortunate in, the productions his dramas have received than Mr. Kingsley has been.

"Two years ago it was the Group Theater which added so much to 'Men in White' that Mr. Kingsley ended up being a Pulitzer Prize-winner. And last night it was Norman Bel Geddes, who, both as a designer and a director, worked such wonders with 'Dead End.'

"One dreads to contemplate what 'Dead End' might have been like if it had been set by a workaday designer and subjected to an ordinary production. But Mr. Geddes is no average fellow. Undisciplined as he may often be and costly as his methods have a way of being, he is one of the Titans of our stage.

"This time he has used his giant's lungs to blow up a very small balloon until it often ceases to be the insignificant toy it really is and takes on new interest, as well as new dimensions, of Mr. Geddes's bestowing."

Directed by Author

Which, in a sense, is not precisely accurate, since it is Mr. Geddes who designed the setting and provided the production, but Mr. Kingsley who had the direction of it, maneuvering his large cast expertly. Nor is it exactly secret knowledge that Sidney Phillips, a sensitive producer, gave much help to the manuscript of "Men in White."

Mr. Brown's reluctance is at one end; the excitement of Gilbert Gabriel, in the New York *American*, is at the other:

" 'Dead End' is another East River idyl. I call it that as ironically as 'Winterset' could be called one.

"But it has much of the same geographical setting, many of the same underdogs and underworldlings among its inhabitants, and something of the same picturesque, powerful outcry against the fierce and incongruous shabbiness of life at the water's edge."

Van Gogh's Intense Art on Display

First Comprehensive American Exhibit; Dutch Genius, During Life, Never Tasted Fame; Worked "Like One Possessed," and Burned Out With Own Fire

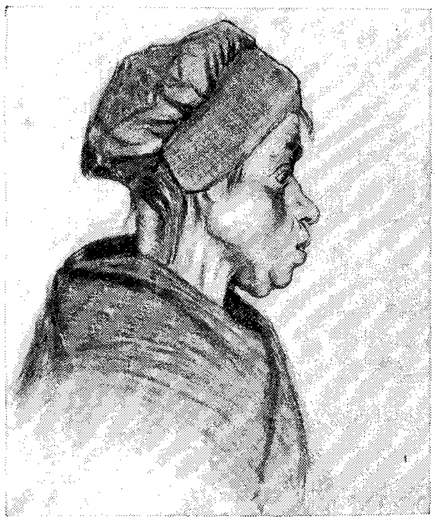
In New York's Museum of Modern Art there is now hanging a fascinating collection of paintings—sudden wild splashings and swirlings of color.

This is America's first comprehensive exhibit of the work of the Dutch painter, Vincent Van Gogh (1853-1890). From public and private collections in the Netherlands and America, Alfred H. Barr, Jr., the Museum's Director, has begged this loan collection—more than sixty-five of the artist's paintings, and more than fifty of his drawings and water-colors, most of which have never before been seen here.

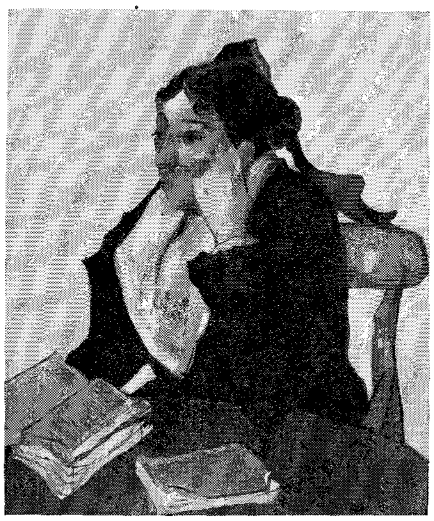
The Van Gogh exhibit will remain in New York until January 5. Thereafter it will be shown in Philadelphia, Boston, Cleveland, and San Francisco.

Van Gogh, like many another genius, had no taste of the fame the world bestowed upon him after his death. Tho he made more than 800 drawings and more than 700 oils he could sell only two of his paintings—one for $4, one for $80—and no more than two dozen of his drawings, for scarcely more than a dollar apiece. To-day, one of his canvases, to be shown at the Modern Museum, is valued at approximately $50,000.

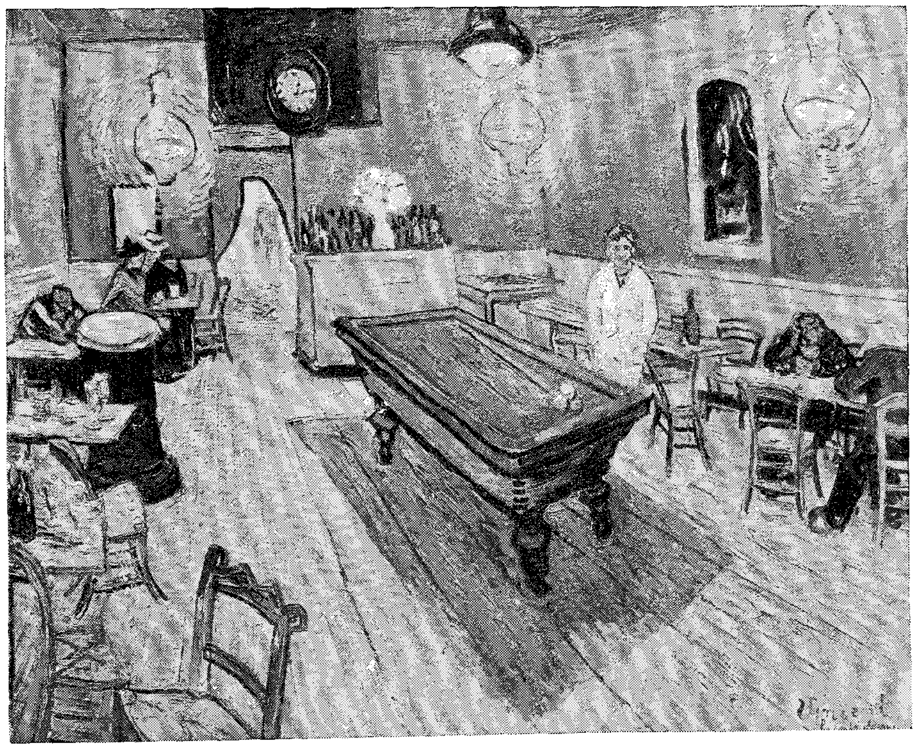
Van Gogh was the son of a Dutch Protestant pastor. "He was born lonely," Thomas Craven says of him, in his book "Modern Art," "but born with a great affection in his heart, and the two opposites filled him with aches and pains."



Head of Peasant Woman, *a Van Gogh drawing in black crayon*



L'Arlesienne, *which Van Gogh said he finished in an hour*



Courtesy of The Museum of Modern Art, New York

Cafe at Night—*"One of the ugliest I have done," said Van Gogh*

By the time he was twenty-five life had beaten and broken him again and again. He had failed as an art salesman and as a school teacher.

In a theological school he had been criticized for "an unfortunate excess of zeal," and he had become an evangelist in the Belgian coal-fields. He nursed the sick there, gave his clothes to the poor, his money to the needy, his food to the starving, and his bed to the weary. The miners called him the Christman.

He was twenty-six before he began to make his first crude sketches. His brother Theo, a small art dealer, saw the talent in Vincent's work and sent him to art school in Holland.

In Paris, in 1886, Van Gogh's palet brightened under the influence of the Neo-Impressionists and the Japanese prints he had just discovered. But it was in Arles, in the burning sunlight of Provence, that he really found himself and in the last two years of his life he painted with a fury and a violence which no normal being could have sustained, splashing his canvases with brilliant colors, sprawling and twisting his lines.

Painted Unceasingly

In 1888, at the age of thirty-five, he had his first epileptic attack. When the attacks became more frequent he was confined to an asylum, but he kept up his painting "like one possessed," he said, "for my unhappy condition drives me to paint unceasingly, slowly but without looking back, from morning to night."

On a hot July day in 1890 he went for a walk in the country near Paris, sat down beneath a tree and shot himself in the stomach. It was two days before he died, and he left a note for the faithful Theo: "I have risked my life for my work; and for it I have lost my reason."

Van Gogh literally burned himself out with his own intensity. He read as voraciously as he painted, and he wrote as much as he read. Most of his canvases he finished in one sitting. He signed them all simply "Vincent."

"Who is this Gogh?" once thundered a teacher of the German artist, George Grosz. "A crack-pot who tried to paint the sun!" But other critics were not so deprecatory.

"We may say that he was only a lunatic reaching for the unattainable," remarked Thomas Craven, in "Men of Art," "but . . . had the courage to face the world honestly; and . . . his ideas, when put into practise, brought forth canvases of alarming vitality and convincing spiritual truth."

(See pages 36-38 for "Book News" and "On the Current Screen")

"Motordom on Parade" With New Show

Automotive Industry's New Creations for 1936 Are Not Radical; Emphasis Shifts to Improvements in Safety and Economy; Beauty of Design, Power, and Comfort Not Ignored

"Motordom on Parade."

Up the Grand Central Palace's great staircase leading to the mezzanine floor at one end of the main hall trooped visitors to the 1936 National Automobile Show. As they reached the top of the stairs they oh-ed and ah-ed at the electric Fountain of Light.

Striking, the Fountain of Light was merely a series of large plate-glass panels into which was graven a design simulating a modernistic spray. Colored lights behind this glass, controlled by a flashing and color-blending mechanism, gave the effect of spraying water. Above the center of the main floor hung this large sign: "Motordom on Parade."

Thousands of motorists who never had been in an automobile factory went through one at this Show. The decorations embraced more than 2,000 square feet of photographic murals in heroic size. These huge enlargements depicted fifty of the many factory operations and intricate processes employed in fabricating car-parts and assembling them.

National Exhibition

The walls were light blue, vermilion, and chromium, and on the floor were 60,000 square feet of carpet, deep Burgundy in tone. Architecturally, the design was decidedly modern, but not overdressed.

Visitors to the Show saw nearly 300 newest models of "Motordom on Parade," including twenty-four American and four British passenger makes, in addition to six of commercial carriers.

Again the Show was under the auspices of the Automobile Manufacturers' Association, which made it once again a national exhibition, as distinguished from the Show last January, which was under the sponsorship of New York dealers.

Ford and Lincoln cars were not shown at the Grand Central Palace, but were on display, concurrently with the National Show, at two New York hotels and the company's head office on Broadway.

Those who produce automobiles in the largest quantities this year held substantially to the present product, removing all qualms as to the industry's program with respect to radical redesign. Cars on the market have been refined and modified with a score or more of details, but nothing really startling has appeared.

Briefly, the reason is this: the cumulative effect of many mechanical and body changes made in recent years has brought the car to a level of perfection challenging further radical improvement short of resorting to untried principles and weird designs.

American-made cars on display at the National Show were:

Auburn, Brewster (custom body on Ford chassis), Buick, Cadillac, Chevrolet, Chrysler, De Soto, Dodge, Duesenberg, Graham, Hudson, Hupmobile, LaFayette, LaSalle, Nash, Oldsmobile, Packard, Pierce-Arrow, Plymouth, Pontiac, Reo, Studebaker, Terraplane, and Willys.

Keystone

One of the few times the "Big Three" of motordom have been photographed together: (left to right) Edsel Ford, Alfred P. Sloan, Jr., Walter P. Chrysler

Thumbnail descriptions of most of the new models seen at the Show, as well as of the 1936 Ford and Lincoln, follow:

Auburn.—"654" series, 120-inch wheel-base, 85 H.P. six; "852" series, 127-inch wheel-base, 115 H.P. straight-eight, and 150 H.P. supercharged eight. All three series available in 4-door sedan, 2-door brougham, convertible cabriolet or phaeton sedan and utility coupé. Prices from $745 at factory.

Buick.—Series 40 Special, series 60 Century, series 80 Roadmaster, series 90 Limited, powered with valve-in-head, oil-cushioned, straight-eight motor. Knee-action wheels, balanced weight and springs, hydraulic brakes, steel "turret top." Wheel-bases from 118 to 138 inches, engines from 93 to 120 H.P.

Cadillac.—(from *Automobile Trade Journal*) "The new low-priced job, designated as the 60, is smaller than any previous Cadillac eight with its 120-inch wheel-base and a curb-weight for the four-door touring-sedan of 4,200 pounds. The larger eight and the twelve are offered in two wheel-base lengths—the 70 and 80, respectively, having 131 inches and the 75 and 85, 138 inches."

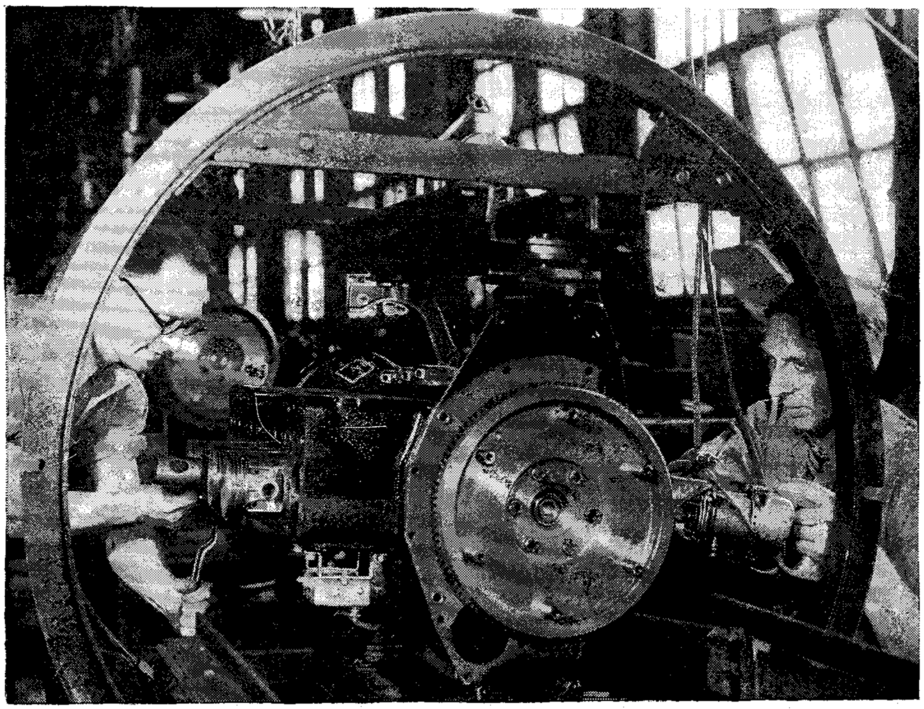
Chevrolet.—Master De Luxe offers hydraulic brakes, knee-action, steel "turret top," no-draft ventilation, high-compression valve-in-head engine, and shock-proof steering. Most of these features also are offered in the Standard series. Standard's wheel-base, formerly 107 inches, now 109. Horse-power, formerly 74, stepped up to 79.

Chrysler.—Six: 93 H.P., 118-inch wheel-base, six body-types. De Luxe Eight: 105 to 110 H.P., seven body-types, including several special custom-types, 121- and 133-inch wheel-base. Airflow Eight: 115 H.P., 123-inch wheel-base, six-passenger sedan and coupé. Airflow Imperial: 130 H.P., 128-inch wheel-base, six-passenger sedan and coupé. Automatic overdrive standard on Imperial and available on all other models at additional cost.

De Soto.—Airflow III and Airstream: high-compression motors, synchro-silent transmissions and new overdrive transmissions, rust-proof safety-steel bodies, improved hydraulic brakes, floating power, and hypoid rear axles. Airstream in two series—De Luxe and Custom, 117-inch wheel-base, touring-sedan, touring-brougham, and coupé; convertible sedan and convertible coupé in Custom line. Airflow III available in sedan and coupé.

Dodge.—"Air-style" lines, hydraulic brakes, safety-steel bodies, balanced driving-control; 87 H.P. engine reported to give eighteen to twenty-four miles to a gallon of gasoline with 20 per cent. saving on oil. Seven body-types—4-door sedan and 4-door touring-sedan, 2-door sedan, 2-door touring-sedan, coupé, rumble-seat coupé, and convertible coupé.

Ford.—V-8 engine, distinctive modern lines, easier steering, new gear-shifting, supersafety brakes, steel body, safety glass, centerpoise riding, thirteen body-types. From $510, F.O.B. Detroit.



Ewing Galloway

Precision is one of the watchwords of the motor-car industry

Graham.—Crusader Six, Series 80: L-head engine, 70 brake H.P., 111-inch wheel-base, vacuum economizer carburetor, 2-door and 4-door body-styles. Cavalier, Series 90: L-head engine, 85 H.P., 115-inch wheel-base, 2-door and 4-door sedans, and coupé. Supercharger, Series 110: 112 brake H.P., 115-inch wheel-base, 2-door and 4-door sedans, and coupé. All have hydraulic, internal-expanding brakes and X-type girder frames.

Hudson.—Radial safety-control, duo-automatic hydraulic brakes, "natural rhythm" springs, true-line steering, and automatic draft-eliminator are new features. Super Straight Eight—113 and 124 H.P., 127-inch wheel-base sedan; other models, 120-inch wheel-base. Six—93 and 100 H.P., 120-inch wheel-base.

Hupmobile.—Six: 101 H.P., 118-inch wheel-base, cam-and-lever type steering-wheel; Eight: 120 H.P., 121-inch wheel-base, roller-follower type steering-wheel. Both sizes have all-steel bodies, 2-door and 4-door sedans with or without trunks, and rumble-seat coupé, each provided with standard and de luxe equipment.

LaFayette.—L-head engine, 83 H.P., 113-inch wheel-base, all-steel body with seamless steel top. Models added to line include 3-passenger business coupé and 5-passenger rumble-seat coupé. Prices from $595 for business coupé to $700 for 6-passenger, 4-door sedan with trunk.

LaSalle.—Slim-lined, slightly convex effect in narrow radiator-grille, body-choices include coupé with extra opera-seat, convertible coupé with rumble-seat, 2-door 5-passenger touring-sedan, and 4-door 5-passenger touring-sedan, rigid frame, acceleration for hill-climbing. Prices from $1,175 to $1,255 at the factory.

Lincoln. — Lincoln-Zephyr, new entry in medium-priced field. V-12, 110 H.P. motor, all-steel "bridge-truss" body, low center of gravity; 2-door ($1,275) and 4-door ($1,320) sedans offered initially.

Standard V-12: quiet helical gears, one-piece welded wheels, eighteen body-types, all on 145-inch wheel-base except more closely coupled 5-passenger sedans, 5- and 2-passenger coupés, and some convertibles, which are on 136-inch wheel-base.

Nash.—Standard "400": new "monitor-sealed" six-cylinder motor, 90 H.P., metered pressure-cooling, synchronized spring-suspension, duo-servo hydraulic brakes; base price $665. De Luxe "400" from $675. Six models—all on 117-inch wheel-base.

Ambassador Six: 93 H.P., 125-inch wheel-base; Ambassador Eight: 102 H.P. Both types are available in 6-passenger victoria or 4-door sedan.

Oldsmobile.—90 H.P. six and 100 H.P. eight. Both have knee-action wheels, ride-stabilizers, center-control steering, all-silent shifting, hydraulic brakes, safety glass, steel "turret tops," and no-draft ventilation. Sixes from $665 and eights from $810, listed at Lansing, Michigan.

Packard.—One Twenty: 120-inch wheel-base, 120 H.P., independent front-wheel suspension, hydraulic brakes, soft action semicentrifugal clutch, seven body-models, in $1,000 price-field.

Eight: 130 brake H. P., 127-inch wheel-base.

Super Eight: 150 H.P.

Twelve: 175 H.P., 144-inch wheel-base.

There are eight different chassis in these three lines, with thirty-six body-styles.

Pierce-Arrow.—New frame-construction, automatic overdrive, more powerful motors, and more rakish radiator. Model 1601: 8-cylinder, 150 H.P., 139- and 144-inch wheel-base; Model 1602: 12-cylinder, 185 H.P., 139- and 155-inch wheel-base; Model 1603: 12-cylinder, 185 H.P., 147-inch wheel-base.

Plymouth.—L-head engine, 82 H.P., 113-inch wheel-base, with "floating-power" mountings. Redesigned rigid "X" girder-steel frame, safety-steel body, cushioned on rubber, "safe vision" lighting-system reducing headlight glare, self-equalizing hydraulic brakes. Available in three business and seven de luxe body-types.

Pontiac. — Triple-sealed hydraulic brakes, steel "turret top" and no-draft ventilation, automatic choke, enclosed knee-action (de luxe six and eight), "metered flow" lubrication. Complete line includes six, de luxe six, and eight. List prices start at $615, F.O.B. Pontiac.

Reo.—6-cylinder, 7-bearing engine, 90 H.P., synchronized transmission, helical gears, all-welded pressed-steel frame with central "X" brace, power-plant on four cushioned rubber supports. "Flying Clouds" in four models—4-door de luxe sedan, 4-door standard sedan, de luxe brougham, and 2-door coach. Prices range from $795 for coach to $895 for de luxe sedan.

Studebaker.—Dictator: six, 90 H.P., solid steel roof-panels, new insulation, automatic "hill-holder," engine mounted on rubber, "keystone arch" frame-construction, hydraulic brakes, deflecting-beam headlamps.

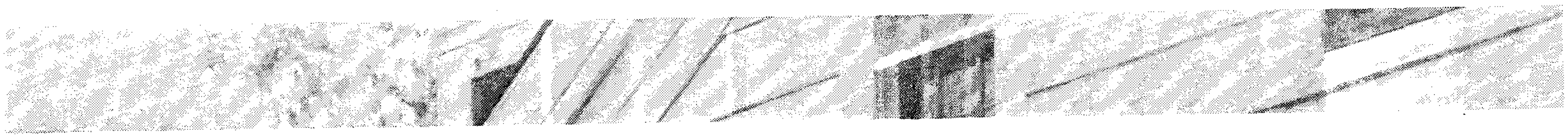
President: eight, 115 H.P., containing all of above features and other exclusive improvements. Both groups offered in 3-passenger coupé, 5-passenger coupé, custom 2-door sedan, cruising 2-door sedan, custom 4-door sedan, cruising 4-door sedan, and convertible roadster. Dictator's base-price, $695, F.O.B. factory.

Terraplane. Extra power 88 and 100 H.P., extra size 115-inch wheel-base, radial safety-control, all-steel body, duo-automatic hydraulic brakes, separate safety-braking system, true-line steering, and automatic draft-eliminator.

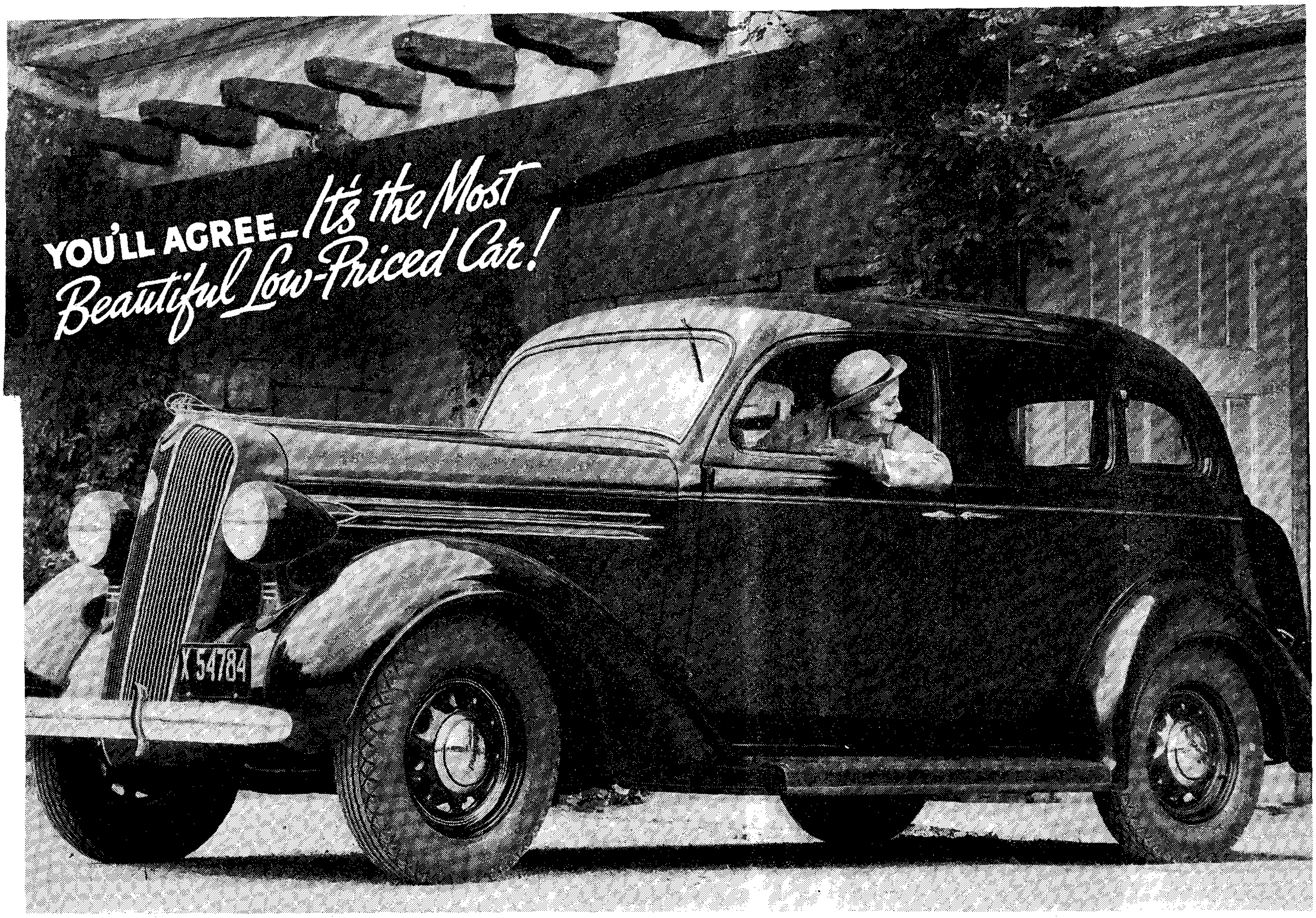
Willys.—Six models, 4-cylinder motor on four rubber pads, vacuum-controlled ignition, higher compression, carburetor with adjustable main jet, all-steel body, and more rugged construction. Base-price at Toledo, $395.

There are the new American-made cars. To the automotive industry, they all spell progress and refinement. That the industry must progress, and that this progress must have an effect on civilization James Truslow Adams points out in *The Yale Review:*

"Economically, it has had important effects, causing painful readjustments in many enterprises such as the railroads, revolutionizing highways, shifting markets and real-estate values, and creating hundreds of thousands of jobs in the country, as well as in factories."



It's the New '36 Plymouth — Now on Display!



40 Big Improvements — Greatest Plymouth ever built!

EOPLE EXPECTED IT. And now it's here . . . the greatest Plymouth in eight reat years . . . with more than forty improvements.

It's the sturdiest car we've built . . . ith a 100% more rigid frame . . . body ewly reinforced at five main points.

It is again the most economical full-size ar you can own . . . with evidence piling p that it gives 18 to 23 miles or more per allon of gas.

The 1936 Safety-Steel body is not only ronger . . . and safer . . . but also has new sulation against rumble and road noise. Plymouth's brakes are *100% hydraulic* — they stop you safely.

Steering of new design does away with the final trace of road-shock at the wheel.

Added to the luxury of Plymouth's Floating Ride are 11 new comfort features . . . inches more leg room . . . 2 inches more elbow and shoulder room.

This new 1936 Plymouth is on display at your Chrysler, Dodge or De Soto dealer. See how big and beautiful it is . . . ride in it . . . drive it. (Ask about the official Chrysler Motors Commercial Credit Plan.)

PLYMOUTH DIVISION OF CHRYSLER CORP.

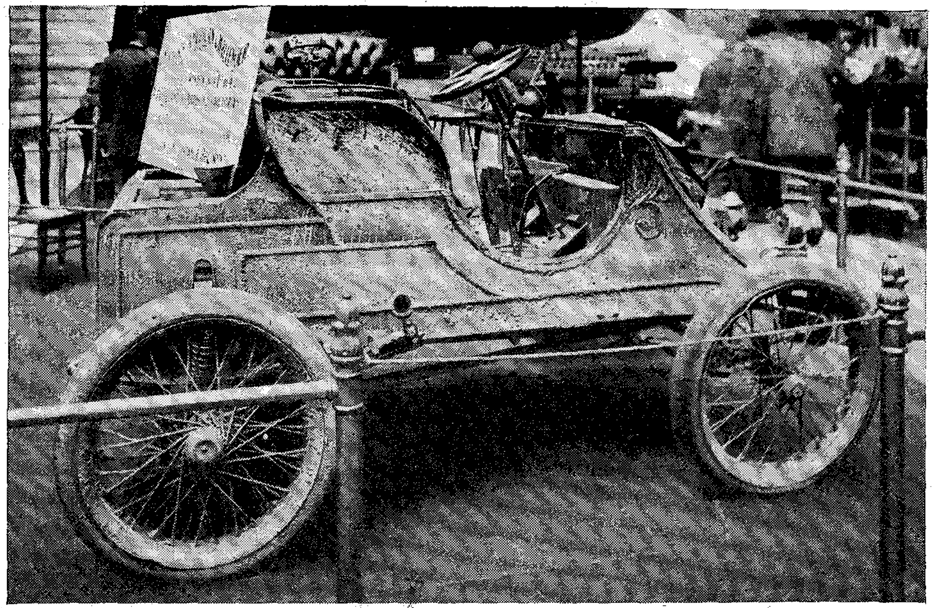
4 THINGS PEOPLE WANT:

1. **ECONOMY**—All evidence indicates 18 to 23 miles per gallon of gas.
2. **SAFETY**—Plymouth's body is Safety Steel . . . Brakes are 100% hydraulic.
3. **RELIABILITY**—Of all low-priced cars, Plymouth has most long-life features.
4. **COMFORT**—Plymouth's Floating Ride plus 11 new comfort improvements.

PLYMOUTH BUILDS GREAT CARS

From Horseless Carriages to Stream-Lines

Glitter of Nickel and Sheen of Enamel at First Motor-Show; Pioneering From Cleveland to New York City; "Air-Splitting" Car, Genius, and a Generation of Evolution



A Winton which established an early record by running under its own power from Cleveland to New York to be present at the 1900 Motor-Show

MOTOR-SHOW IS OPENED

Novel Exhibition Drew Thousands to Madison Square Garden

Up-to-Date Vehicles Moved By All Means Except Horses Displayed Amid Attractive Decorations

Readers of the New York *Times* conned that head-line on November 4, 1900, then learned that:

"With the glitter of polished nickel and the sheen of many-colored enamels, the first show of the Automobile Club of America, an exhibition dubbed by facetious onlookers 'the horseless horse-show,' was opened last night in Madison Square Garden."

Before they had turned to the sports pages of the New York papers, where the motor-show stories were printed, readers had skimmed through preelection "dope" stories about the McKinley-Bryan campaign, vilification and defense of "Boss" Croker, and theater advertisements of Henrietta Crosman in "Mistress Nell"; Augustus Thomas's "Arizona"; Grace George in "Her Majesty"; James O'Neill in "Monte Christo," and of the coming, on November 12, of "The famous London success, 'Floradora.'"

Those who read the motor-show story in *The Times* were told that "a throng of spectators variously estimated at from 7,000 to 10,000 surged through the maze of narrow aisles between exhibits and dribbled through the galleries and boxes."

"The value of the many vehicles and their accessories on exhibition will easily reach $500,000," *The Times* estimated jubilantly, adding that "The spectacle exemplifies the importance which the automobile industry has reached, and the hold which automobilism, as a sport, has obtained upon those financially able to meet its requirements."

At that show seventy exhibitors displayed 300 styles of the new-fangled horseless carriages. Most of them were steered by tillers, rather than wheels.

But, soon after the morning papers had been read, Alexander Winton chugged up to the old Madison Square Garden at the steering-wheel of his record-setter which had started from the factory, at Cleveland, on November 1.

The Sun announced that "The biggest machine is a steam-omnibus capable of carrying eighteen passengers. . . . The smallest machine is a motor-bicycle of 125 pounds, having a gasoline-motor of two and a quarter horse-power. These two vehicles represent, respectively, the most expensive and the cheapest machines in the show, as well as the heaviest and lightest; the bus is worth $4,000, the bicycle, $280."

"Of the motive-power, gasolene [sic] was the most in evidence, when tricycles are taken into account," observed *The Herald.* "There was an almost surprizing array of electric-driven vehicles, while the display of steam-carriages rivaled that of other motive-powers."

Success Is Hailed

So successful was the exhibit that, by November 6, *The Evening Post* was led to predict that the show was "likely to be repeated each year."

"The vogue of the automobile is increasing, and the Automobile Club of America feels confident that, while it can never take the place of the horse, the machine will play a great part in the pleasure-riding of the people of this city."

After the show had ended, *The Scientific American*, on November 17, remarked that:

"Altho it was regarded as being something of an experiment, the really first-class nature of the exhibits, and the excellent attendance, stamped this venture as a thorough success from the very start."

Designs Criticized

Most of the criticism of the designers of the early automobiles was that their product was ungainly. THE LITERARY DIGEST for August 25, 1900, found that "they build their carriages as if they expected them to be drawn by horses."

Presenting both sides of a controversy, this DIGEST reprinted a New York *Times* article asking why some one did not "tell the automobile manufacturers just what to do in order to make a four-wheeled vehicle carrying human passengers look different from other four-wheeled vehicles designed for the same purpose?"

Replying to *The Times, The Electrical Review* had maintained:

"It is no easy matter to design a type of vehicle that shall be at once convenient, beautiful, and free from mimicry.

"It took a long time to get the traces of the stage-coach out of the railway passenger-car, and the trolley-car is still a magnified and glorified horse-car. Some day, tho, either through a stroke of genius, or by the slower method of evolution, we will have the kind of automobile that is wanted—one that does not seem to need a horse in front of it."

Before that controversy raged, the spark of genius had glimmered. However, it was evolution which perfected the stream-lined motor-car.

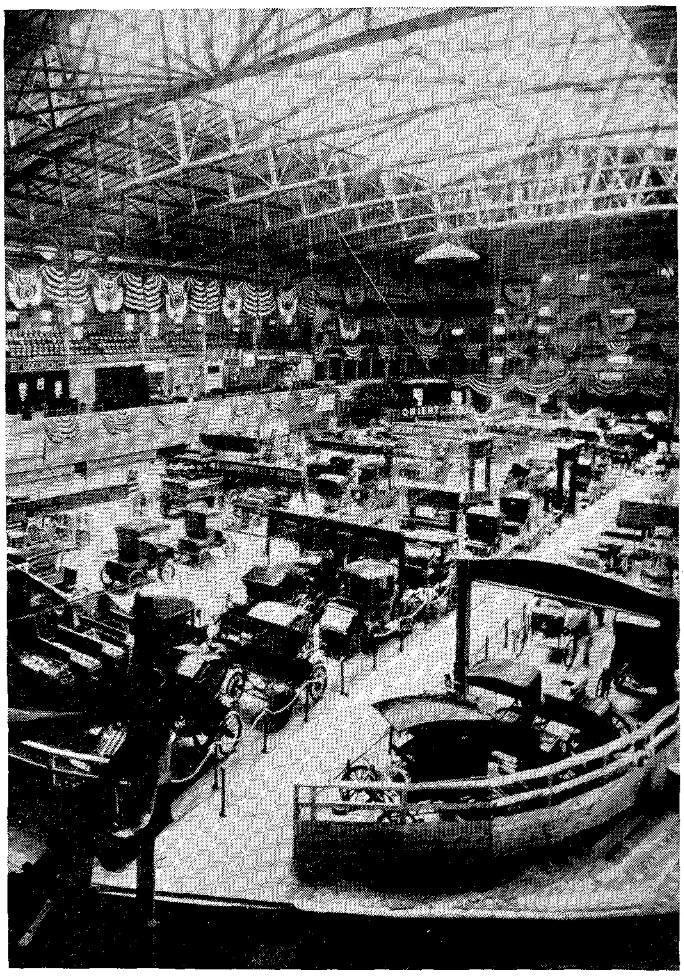
Stream-Line Principle

The stream-lining principle wasn't new at the turn of the century, for THE LITERARY DIGEST, on July 7, 1900, discussed "The Air-Splitting Train," or the "cigar-shaped" conveyance which had just been tried by the Baltimore and Ohio Railroad.

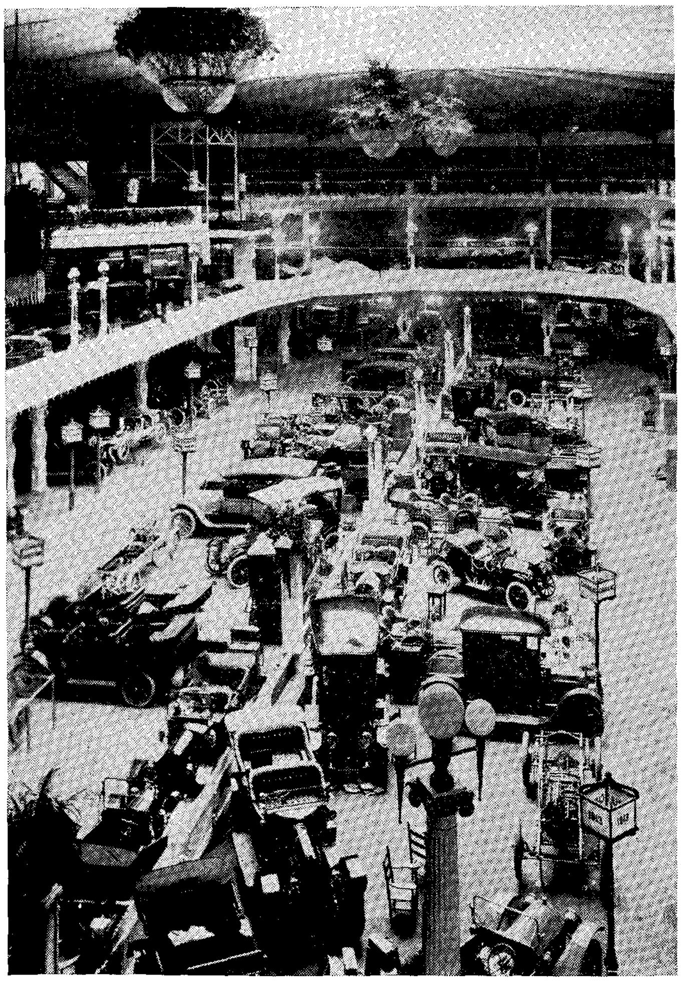
The Railway Age appraised the "theory . . . that bodies so shaped as to offer the least resistance to the medium through which they pass can be propelled the more swiftly with a given expenditure of power," and noted the designer's contention "that as much attention should be paid to the surface of a car-body as to the hull of a yacht or steamship. The air is a fluid the same as water, and has relatively the same qualities of resistance."

The Railway and Engineering Review hailed the possibilities of the "air-splitting" improvement; *The Railroad Gazette* called it a "passing curiosity," but *The Scientific American* regarded "the results as without a parallel."

It was nearly a generation, however, before automotive designers and engineers had stream-lined the horse to limbo.

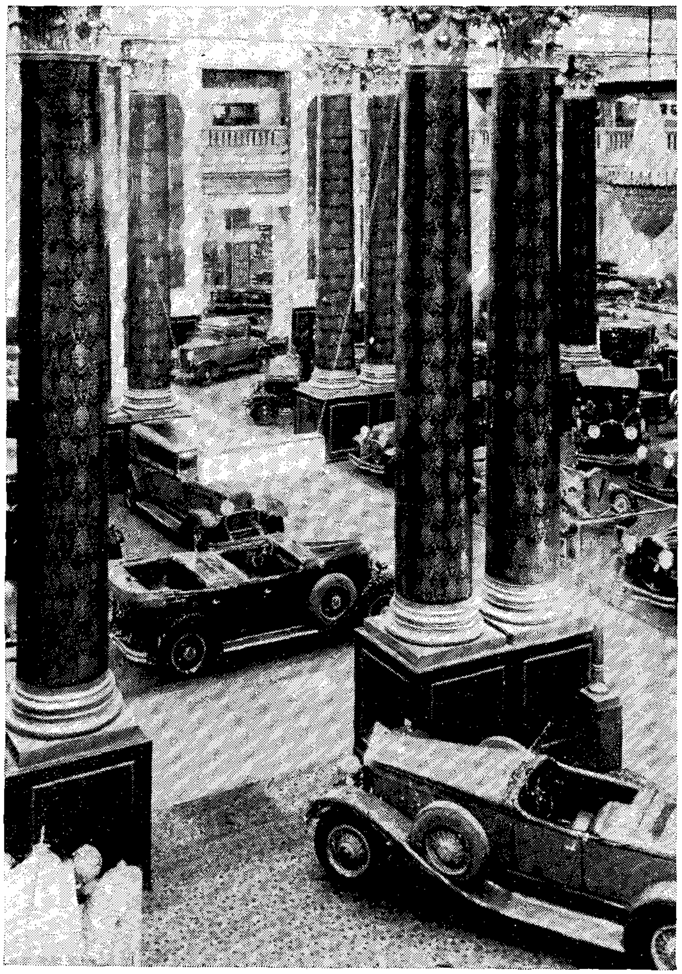


First show at Madison Square Garden, New York City, in 1900, when cars had tillers instead of steering-wheels



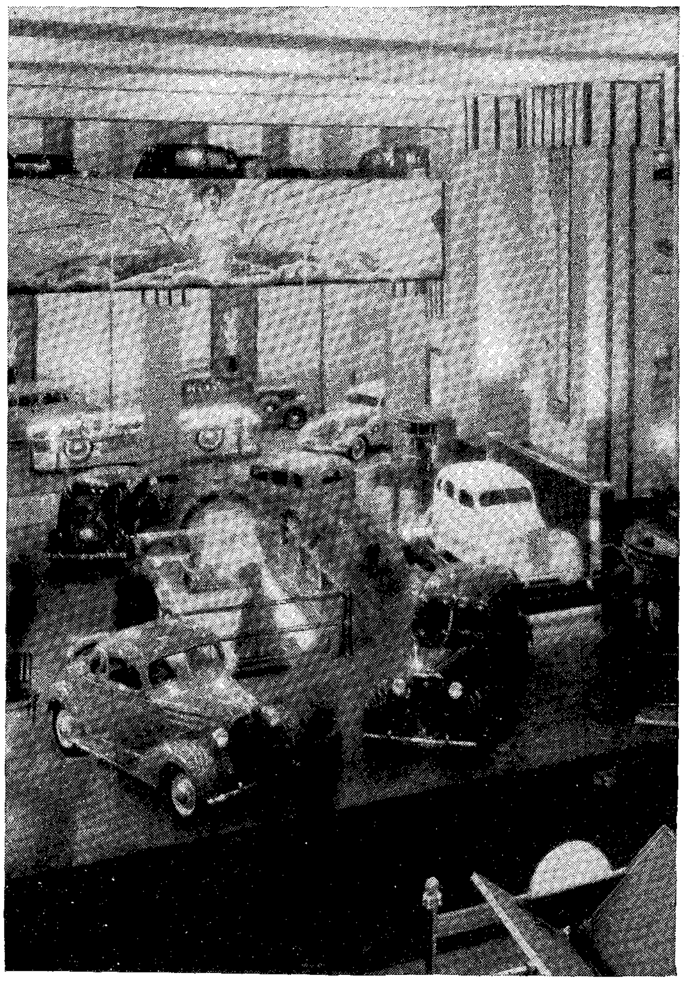
© Brown Brothers

At the 1913 show, steering-wheels were no novelty, but the cars could hardly be called "stream-lined"

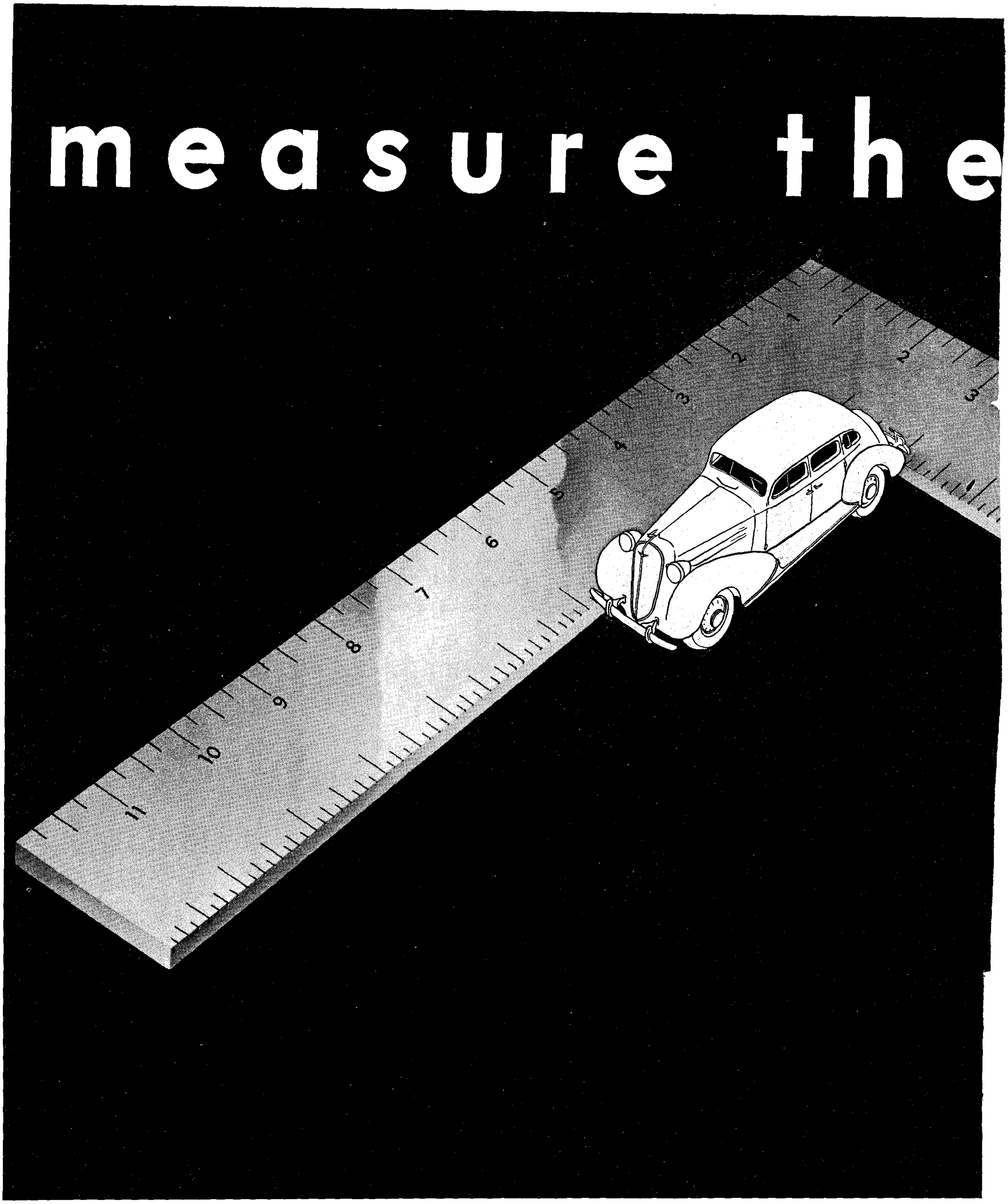


Acme

The 1930 show at Grand Central Palace, New York City, showing some open-car sport-models



Last winter's show, with modernism in full bloom, influencing the decorations as well as the automobiles

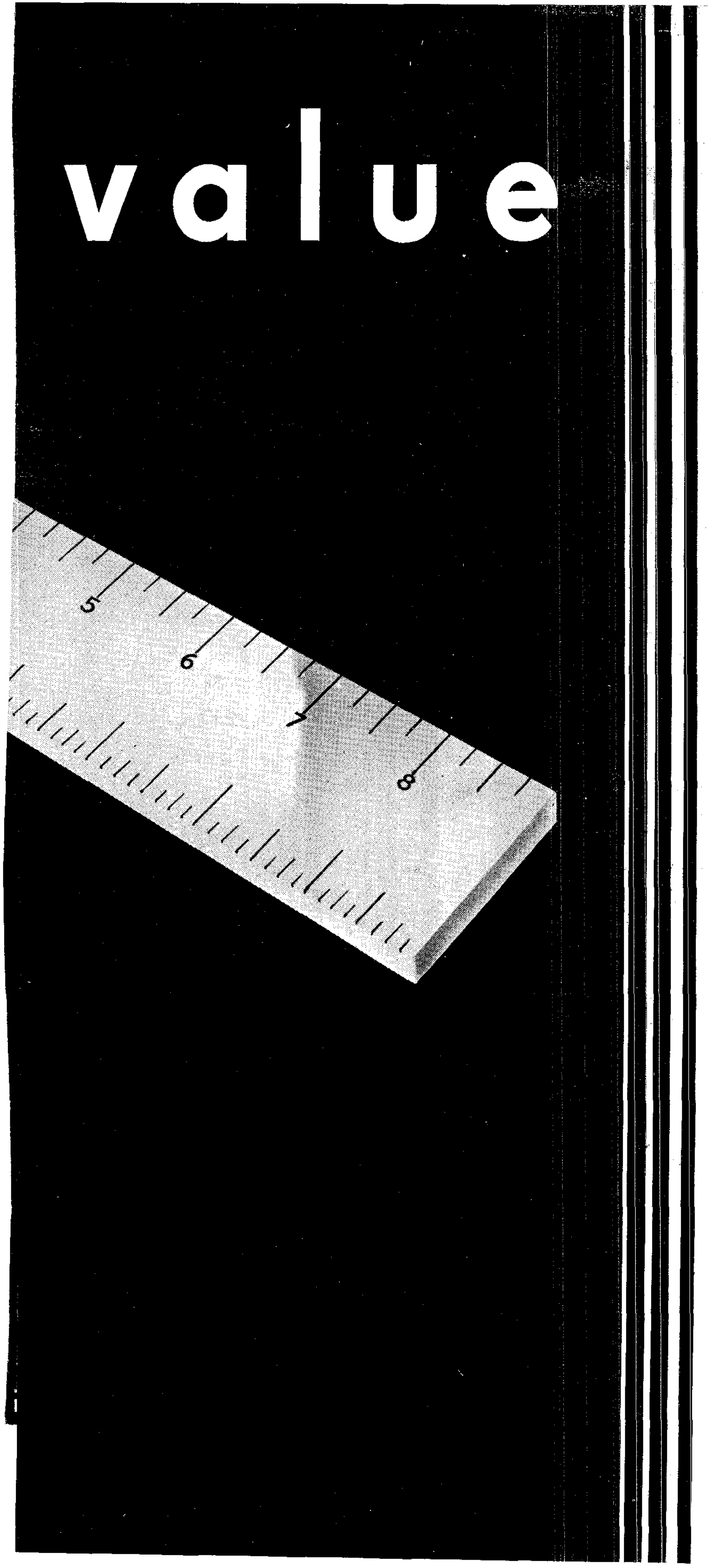


GM

GENERAL
MOTORS

General Motors zealously safeguards the values provided by General Motors cars. Every car built by any Division of General Motors must conform to the highest standards of materials, construction and design. To this end laboratories and engineering staffs are constantly testing and improving upon the values General Motors offers. These values were never more in evidence than they are in the new General Motors cars for 1936, which embody more fundamental features of performance and safety than ever before. You may select a General Motors car for any one or all of these outstanding features . . . Turret Top, Hydraulic Brakes, Fisher Body and Knee-Action . . . but your continuous satisfaction will be dependent also on scores of others, which . . . as a whole . . . go to make up what the world knows as General Motors value.

Tune in on the General Motors Concert every Sunday evening, NBC Red Network, coast to coast.



only General Motors
cars offer you all four
of these features

for
PERFORMANCE
and SAFETY

GENERAL MOTORS CARS HAVE OUTSTANDING VALUE

CHEVROLET • PONTIAC • OLDSMOBILE • BUICK • LA SALLE • CADILLAC • BODY BY FISHER

Convenient G. M. A. C. time payment plan available on all General Motors products sold to the public

Top Val

TERRA

The ONE Low Price

"*It's so lovely . . . I just want to stand and LOOK*"

E*xtra Size* . . . 115-inch Wheelbase . . . *Extra Room* . . . 1/5 bigger inside . . . *Extra Power* . . . 88 or 100 Horsepower . . . and *Extra Quality* entirely new in the low price field.

★

Terraplane—for 1936! Record crowds . . . in every part of America . . . have found it the one *really new* automobile among all low priced cars. Thousands are choosing it because of important new features *no car* has ever had before.

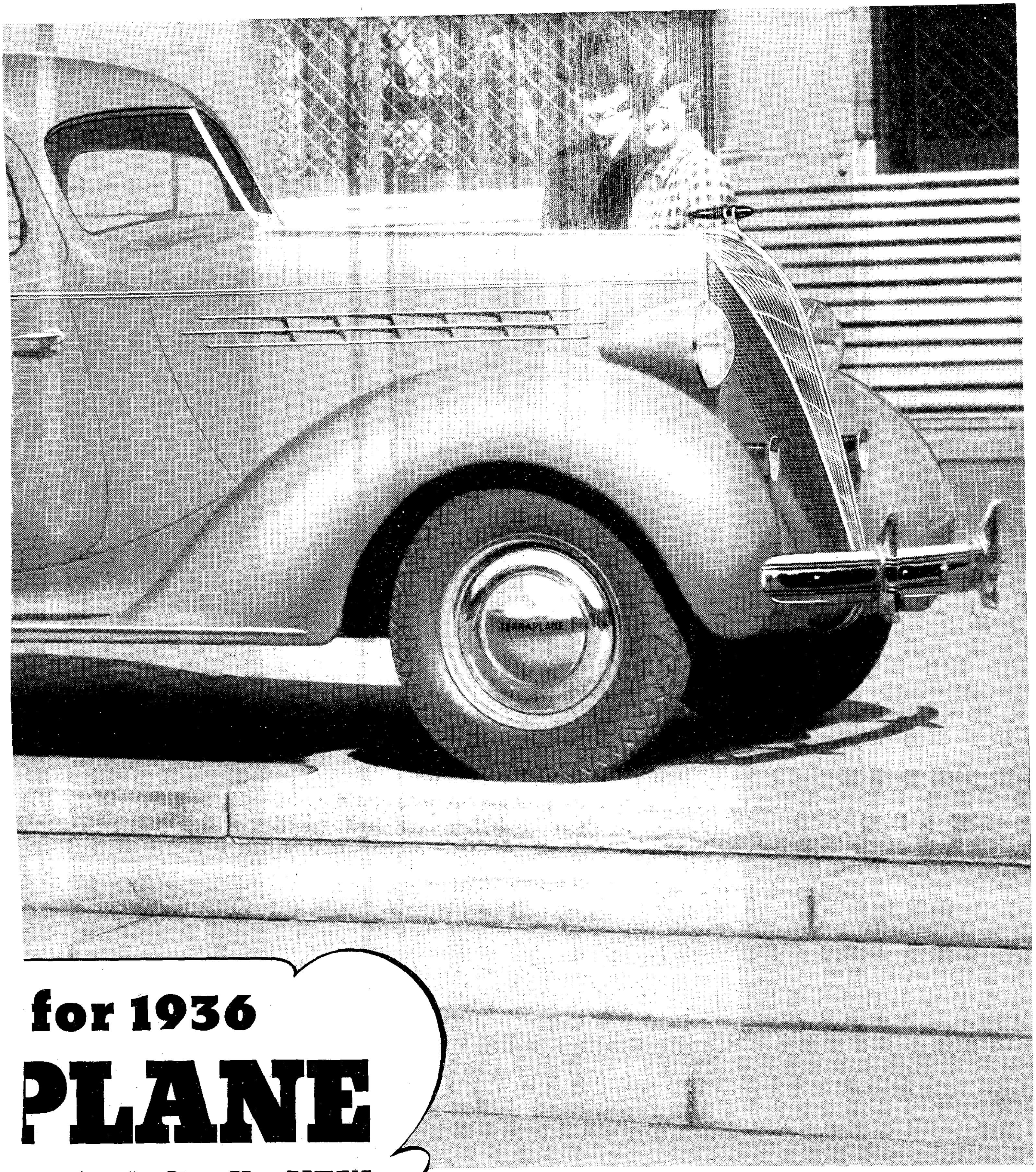
It's the *one* car that steps up among cars priced hundreds of dollars higher. Yet it's still priced with the lowest!

Style and size? Terraplane moves to the top in beauty . . . on a wheelbase 115 inches long . . . with *one-fifth more room inside* than cars at double its price.

Here's safety, too, such as no car at *any* price ever gave you before! A wholly new principle . . . Radial Safety Control* . . . making possible the *world's first safety engineered chassis* . . . now combined
Terraplane's rugged body that's r
all of steel.

You're safer when you're *stopp*
with new Duo-Automatic Hydra
Brakes* . . . the *first* hydraulics wit
automatic safety braking system in rese

Easy riding? Terraplane brings you
Rhythmic Ride . . . something nev
full-cushioned comfort. And, wit
new Tru-Line Steering . . . plus the
tric Hand, for easier, safer driv
High priced quality straight thro



for 1936

PLANE

r That's Really NEW

with the Terraplane performance, econ-
ıy and ruggedness you know so well.
[f you want to step up in everything
t: cost, this 1936 Terraplane is *your*
tomobile! Take the wheel and decide.

* Patent Applied For

DSON MOTOR CAR CO., Detroit, Mich.
Hudson Motors of Canada, Ltd., Tilbury, Ontario

$595

d up for De Luxe models, f. o. b. Detroit. Standard group of accessories extra.

... *and a Revolutionary New Principle*

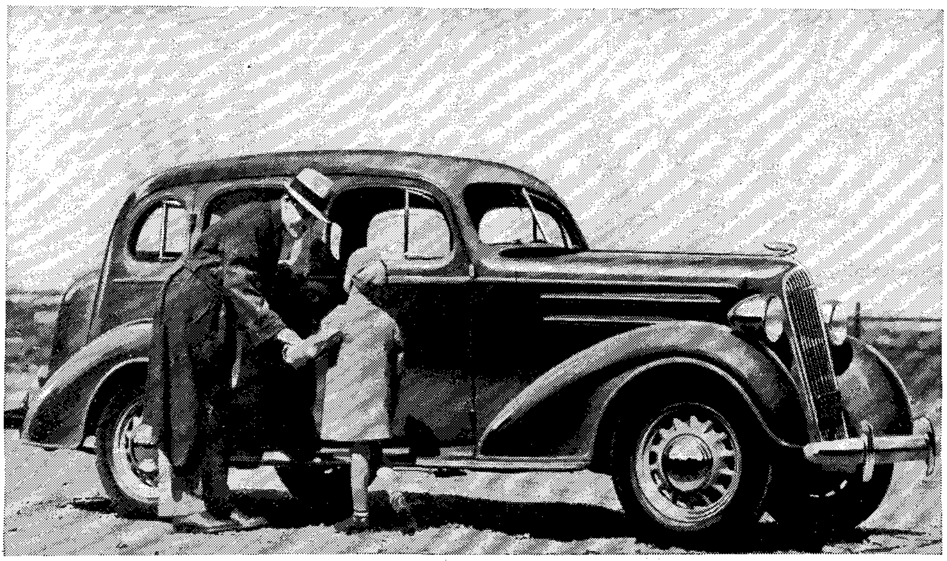
RADIAL SAFETY CONTROL

PATENT APPLIED FOR

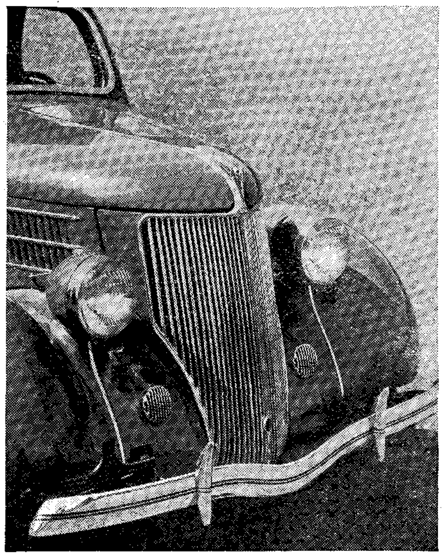
that makes possible the *world's first safety engineered chassis* ... in combination with America's *first* bodies *all* of steel ... the strongest, safest ever built. Safest cars on today's highways!

When you're Riding you're **SAFER** ★ When you're Steering you're **SAFER** ★ When you're Stopping you're **SAFER**

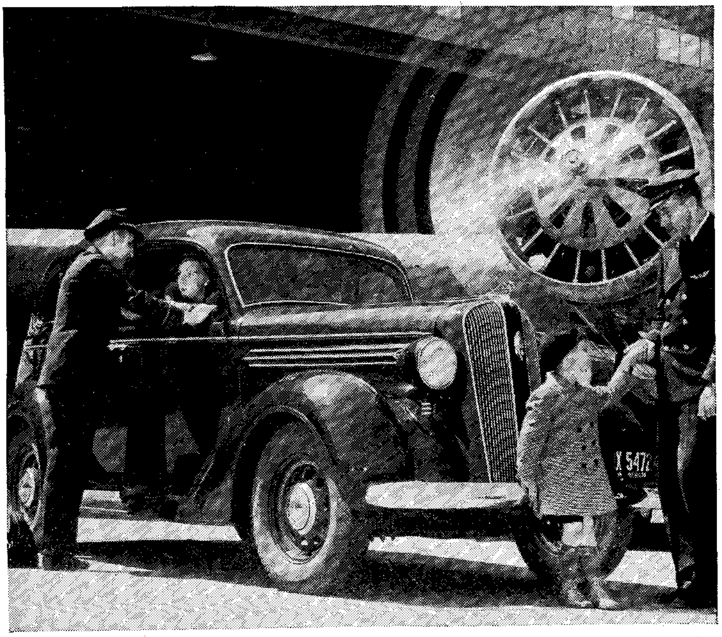
What the 1936 Models Look Like



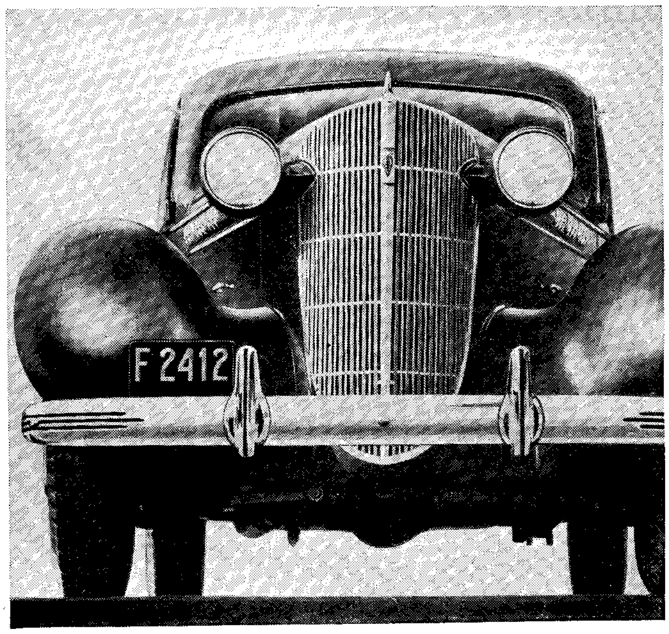
Chevrolet



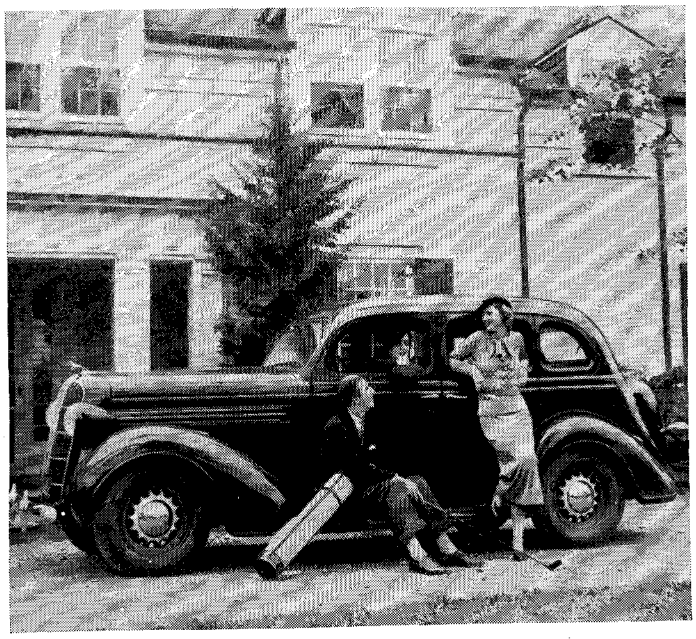
Ford



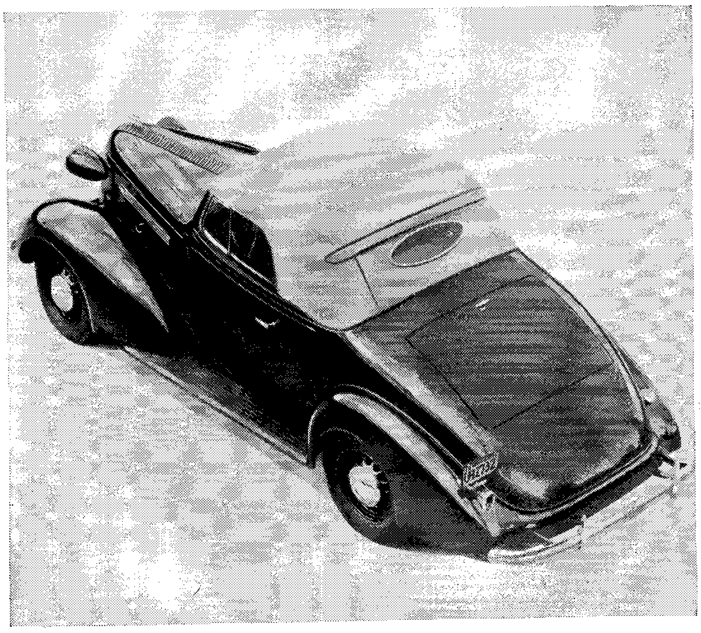
Plymouth



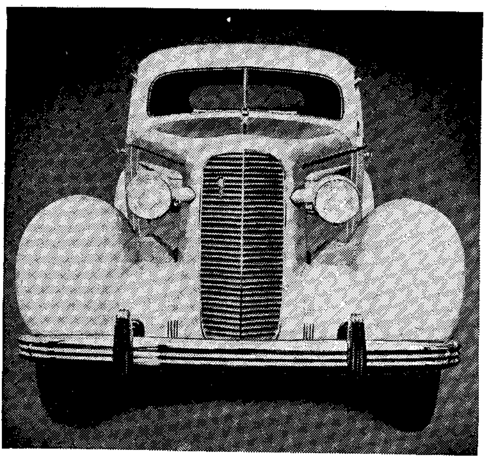
Oldsmobile



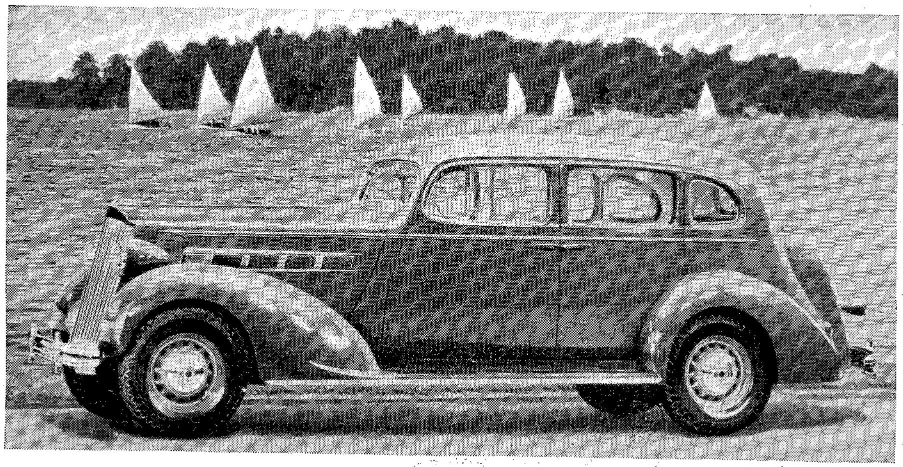
Dodge



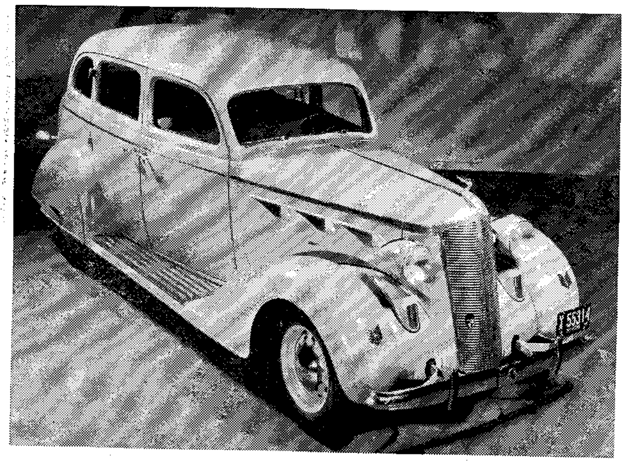
Pontiac



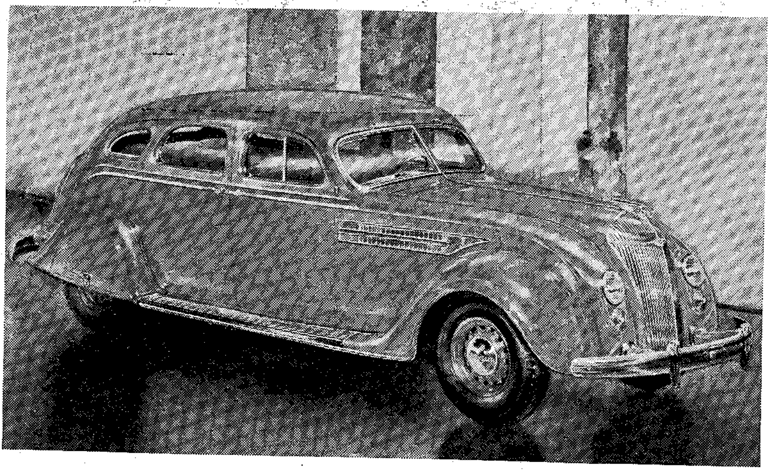
Cadillac



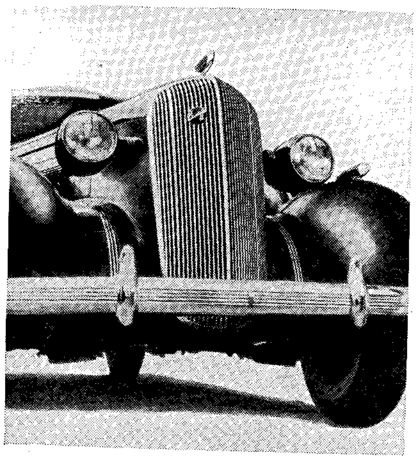
Packard



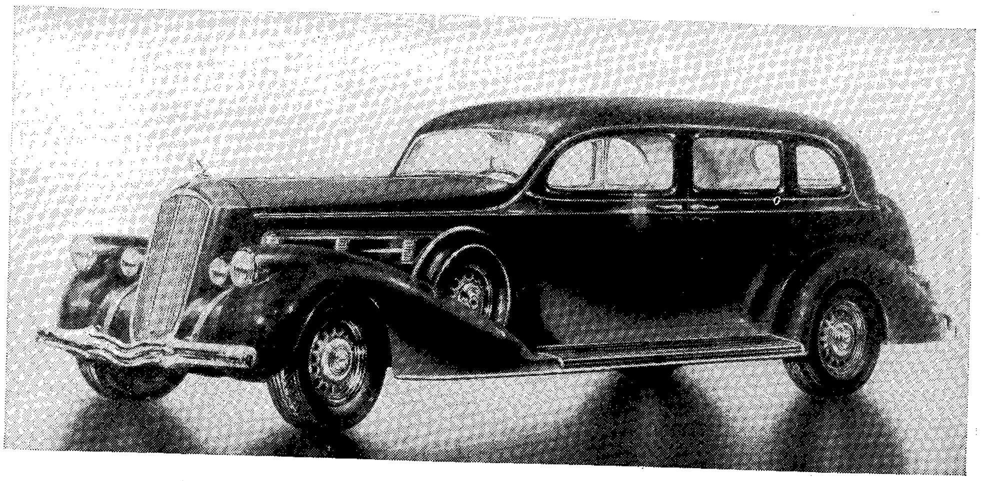
De Soto



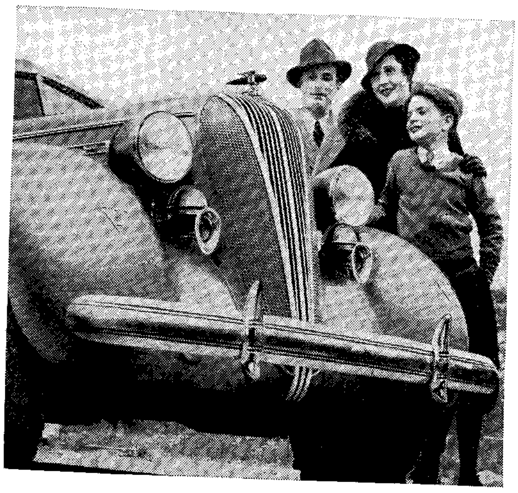
Chrysler



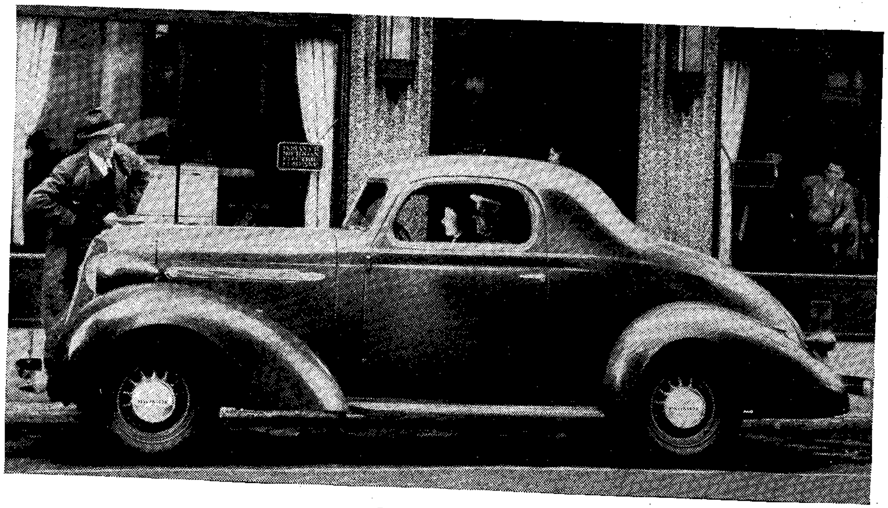
Buick



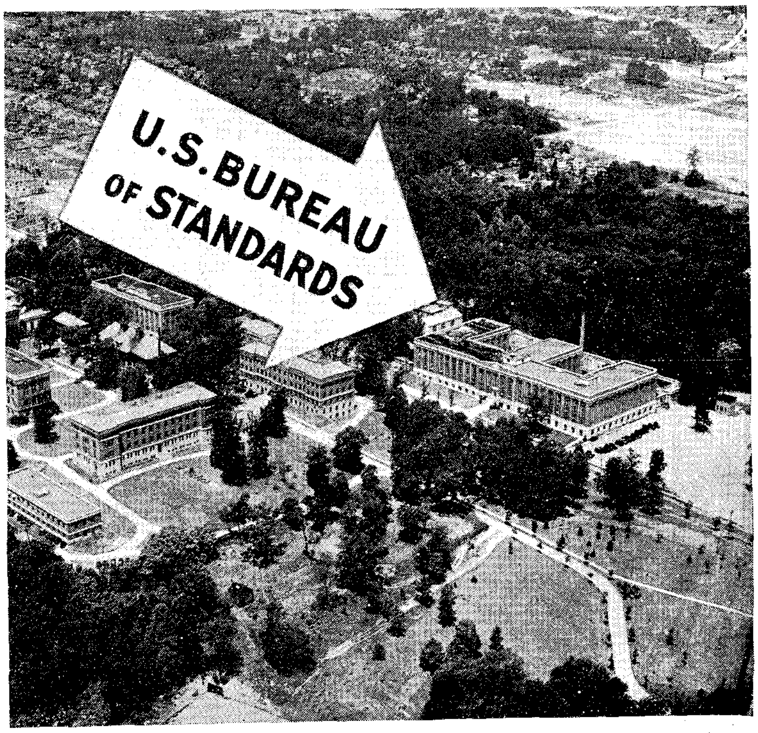
Pierce-Arrow



Hudson



Studebaker



U. S. GIVES GASOLINE THIRD DEGREE

It's satisfying to know that you can buy the same way

Who's the Nation's most important gasoline buyer? The U. S. Government!

Does the Government listen to claims? It does not.

Federal chemists draw the line between gasoline for ordinary use . . . and gasoline for ambulances, fire-engines and other emergency vehicles.

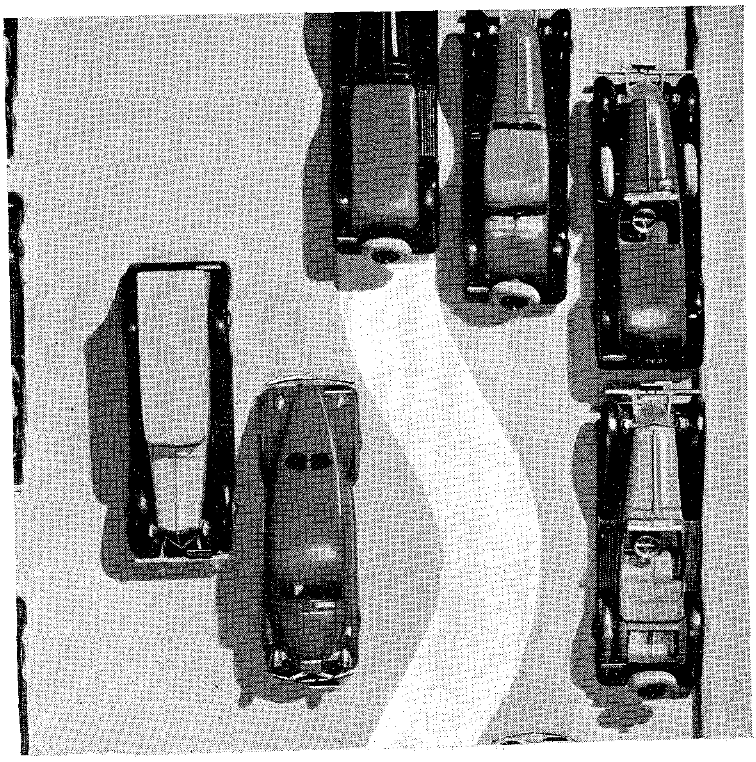
* * *

AMBULANCE
AMBULANCE

The gasoline that meets these higher U. S. Government specifications gives you extra quick starting, more alert response from your car.

And you can get it at any Texaco Fire-Chief pump. For Texaco Fire-Chief fully meets the Government's rigid emergency duty requirements . . . and at *regular* gasoline prices, too.

* * *



You'll notice it right away . . . that extra emergency power in Texaco Fire-Chief gasoline. Drive into a Texaco station today and see what U. S. experts mean in specifying for "starting and acceleration under adverse conditions."

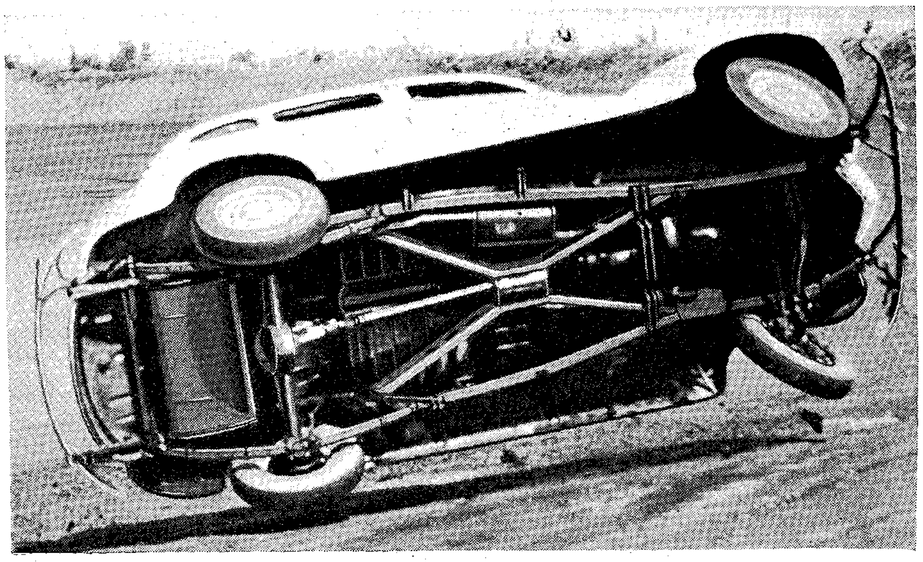
TEXACO FIRE-CHIEF

When you buy at a Texaco pump you get a gasoline that meets the Government's emergency specifications* for fire-engines and ambulances . . . ***at no extra cost!***

*Federal Specification VV-M-571 *for emergency vehicles*

Safety: Now It's Up to Man at the Wheel

All-Steel Bodies, Non-Glare Headlights, Shatter-Proof Glass, "X" Frames, and Better Brakes Make Newest Motor-Cars Safer; Industry Backs Drive to Cut Deaths on Highways



All-steel bodies and "X" frames go through exhaustive tests on the proving-grounds

"Those cars are as safe as we engineers can make 'em; now, it's up to the man at the wheel."

A group of mechanically minded motorists had just finished a tour of the National Automobile Show at the Grand Central Palace, New York City. One of them, a civil engineer, was well versed in automotive construction. He had been pointing out the safety-producing features of the 1936 motor-cars to his interested companions.

They had critically inspected all-steel bodies, non-glare headlights, wind-shields that eliminate reflections, shatter-proof glass, "X" frames, and brakes as nearly perfect as engineering skill can devise.

Backing the National Safety Council's campaign to reduce deaths on the highway, automobile manufacturers have made great strides toward making motor-cars safe.

"The growing death-toll has convinced automobile manufacturers that unless something is done, drastic legislation that would hamstring the industry would follow," writes Chris Sinsabaugh, *Automotive Daily News* Editor.

Something Done

And, according to Miller McClintock, Director of Harvard University's Bureau for Traffic Research, something has been done:

"The driver has been relieved of almost a score of mechanical functions to which it was formerly necessary for him to give some attention. Perhaps most important of all, brakes have been immeasurably improved.

"So far as the driver or occupant of the vehicle is concerned, he has been given greatly improved protection in case of actual collision through shatter-proof glass, and, most important of all, through the fact that he is surrounded by a type of body which will resist impacts which would have crushed earlier cars out of recognition.

"The automobile industry spends millions of dollars each year in the improvement of design for greater safety.

"There are few manufacturers to-day who would put a vehicle into production until every new feature had been given exhaustive tests on the proving-grounds."

Motorists examined many tested developments for safety promotion. They observed much progress in steel body-construction—the welding of steel tops which not only improved the car's appearance, but added materially to the body's structure.

Greater safety factors built into cowlings, wind-shield pillars, forward sections of roofs, and into double-locking doors were noted. Redesigned braking-systems conforming to present-day conditions, and resulting in greater dependability with less maintenance charges, were examined.

One new system involves a new application of pressure, which, coupled with greater lining surface, aroused unusual engineering interest. Softer pedal-action and new methods of cooling drums, along with fewer parts in assembly and simplified means of compensating for wear and tear on lining materials, were studied.

In America's six major wars, 244,357 soldiers were killed in action or died of wounds. In the last fifteen years, 388,936 Americans were killed in motor accidents.

Fourfold Program

That is why the Automobile Manufacturers' Association emphasizes this fourfold program for safety on the road:

1. Safer cars.
2. Promotion of better highways and better traffic-handling facilities in towns and cities.
3. Traffic-legislation enforcement.
4. Education of public, in general, and motorists, in particular.

Part of that educational campaign began at this year's Show, where booklets of instruction were handed out, safety posters were displayed, and motion-pictures on driving problems shown.

Before the National Safety Council, at Louisville, William S. Knudsen, General Motors' Executive Vice-President, found four "factors controlling the safe operation of an automobile."

These are:

1. The car.
2. The driver.
3. The highway.
4. The other fellow.

Declaring that modern highways are not all they should be, he insisted:

"Accidents seem to be more a product of congestion, visibility, and other road condition than speed.

"Let us urge that the diversion of our automobile taxes from highway construction and maintenance be stopped."

Commenting on this last point, the Louisville *Courier-Journal* complains:

"One cause of automobile accidents is the poorly made, poorly engineered roads for the proper accommodation of the present high-speed motor-car.

"As for the diversion of the gasoline taxes for other purposes than that for which they were levied, *The Courier-Journal* frequently has had occasion to warn and protest."

But, on the point that road conditions, rather than speed, tend to increase motor accidents, the New York *Herald Tribune* takes issue with Mr. Knudsen.

"The one obvious explanation," it says, "seems to be that in speed and power the car itself has constantly kept ahead of this process. Thanks to its mechanical evolution, average speeds on the road, to-day, are double those of a decade ago, and, as every one is aware, in collisions, no matter what the cause, it is speed that kills."

Answer and Question

But *Automotive Daily News* has this answer for *The Herald Tribune:*

"At the present time, the industry is safety-conscious in a most practical way, and it didn't take that gruesome article in Readers' Digest entitled '—And Sudden Death!' to bring this about. The industry was ahead of it."

The stark realism of that article was displeasing to *The Commonweal,* Catholic weekly review, which observes that "a number of newspapers have adopted the suggestion, and are serving up gory accounts of especially bad auto tragedies."

Yet *Editor & Publisher,* discussing this "new school of reporting motor accidents," feels that "if the reporting is done with judgment and accuracy, it is wholly possible that the printed word will accomplish another miracle. In most cities, the police have failed."

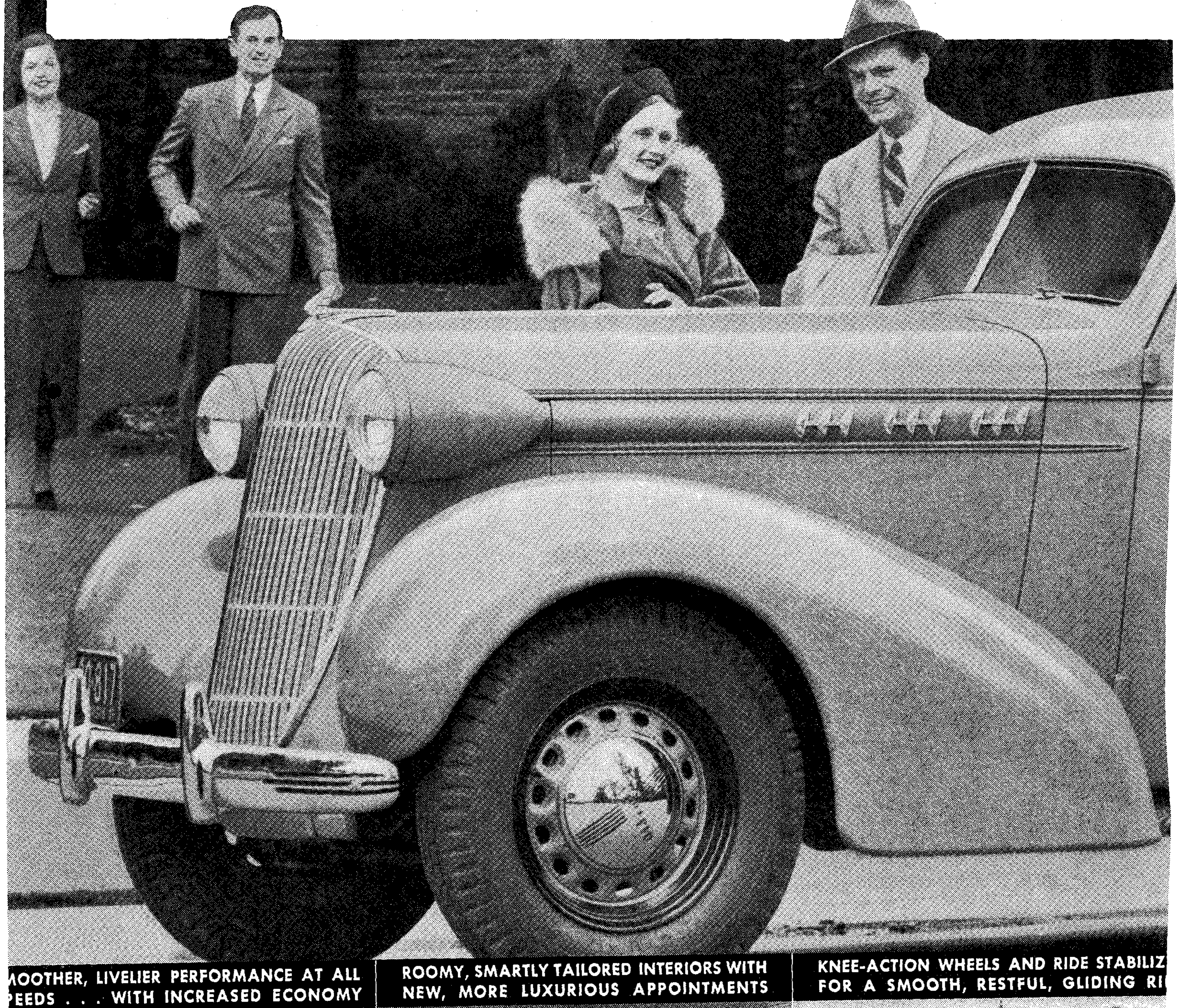
Asking "Why Automobile Accidents?" in *Harpers Magazine,* William Junkin Cox concludes:

"We can continue to have highway accidents at the present or an increased rate, or we can eliminate a large proportion of them by providing certainty of punishment for causing them."

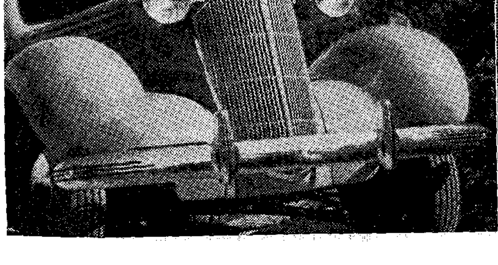
Presenting the New Styl

1936 OLD

A BIG NEW 90 H. P. SIX . . . AND A LUXURIOUS NEW 100 H.
LIVELIER POWER . . . NEWLY ENRICHED INTERIORS . . . GREATE
SAFETY . . . AND ALL OF THE MODERN FINE-CAR FEATURE

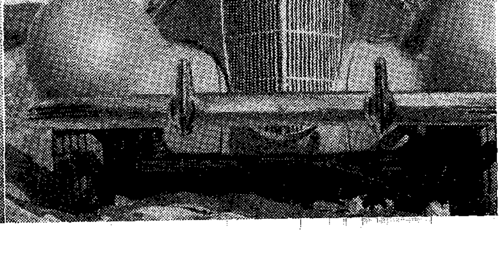


MOOTHER, LIVELIER PERFORMANCE AT ALL PEEDS . . . WITH INCREASED ECONOMY



ROOMY, SMARTLY TAILORED INTERIORS WITH NEW, MORE LUXURIOUS APPOINTMENTS

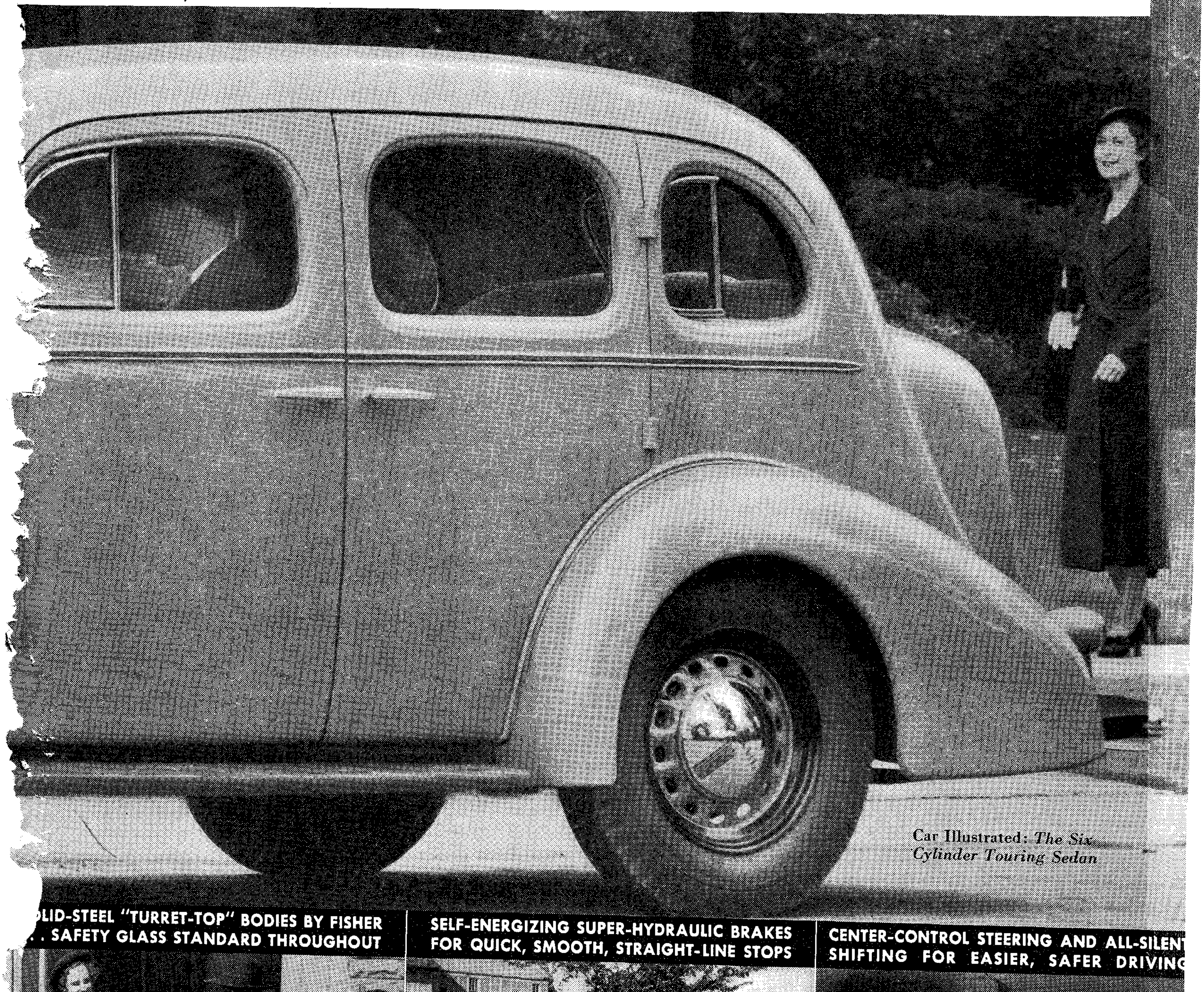
KNEE-ACTION WHEELS AND RIDE STABILIZ FOR A SMOOTH, RESTFUL, GLIDING RI



Leader . . at New Low Prices

SMOBILE

EIGHT . . . WITH NEW STYLE-LEADER STYLING . . . SMOOTHER,
ECONOMY . . . INCREASED COMFORT . . . COMPLETE ALL-ROUND
THAT MAKE OLDSMOBILE *"The car that has Everything"*



Car Illustrated: *The Six Cylinder Touring Sedan*

LID-STEEL "TURRET-TOP" BODIES BY FISHER . . SAFETY GLASS STANDARD THROUGHOUT

SELF-ENERGIZING SUPER-HYDRAULIC BRAKES FOR QUICK, SMOOTH, STRAIGHT-LINE STOPS

CENTER-CONTROL STEERING AND ALL-SILENT SHIFTING FOR EASIER, SAFER DRIVIN

Questions of Policy for Shipowners

Questionnaire Sent to Five Hundred Leaders of Mercantile Marine; Answers to Be Used in Drafting Program to Guide Next Congress; Subsidies Opposed in Press

"Do you believe that government ownership of shipping would be effective in the development of our foreign trade to the same degree as privately owned shipping facilities?"

That is one of twenty-two twisters mailed out to 500 leaders within the mercantile marine of the United States in an eleven-page questionnaire by Arthur M. Tode, National President of the Propeller Club of the United States. He expects answers in time for the American Merchant Marine Conference at New York City on November 18 and 19.

At that conference, a comprehensive program for the nation's mercantile marine will be developed for the guidance of the next Congress.

Even among shipping men there is no agreement as to what form of assistance would be best for developing and maintaining a strong mercantile marine. One wing of thought holds that the present system of ocean-mail contracts and construction loans is adequate. The opposing group agrees with President Roosevelt that a direct subsidy is best.

Ewing Galloway

Can American shipping take care of itself, or does it need a subsidy?

Commerce and Defense

"One of the great difficulties in developing a merchant marine to meet the commercial and defense needs of the nation has been the disorganization within the industry itself," Mr. Tode explained when he sent out his questionnaire.

"At the coming conference, these questions will be correlated and discussed, and, upon discussion, resolutions expressing the opinion of the industry will be submitted to Congress for its guidance in future legislation which is of importance to the country at large."

Other important questions which the shipping men, as well as heads of 500 State and city chambers of commerce, will be expected to answer are:

"Do you believe that any specific percentage of the transportation of waterborne foreign commerce should be set up by Congress as the ultimate goal of American shipping in foreign trade?"

"Should the administration of laws relating to merchant-marine policy and regulation be assigned to a bureau of an executive department, such as the present United States Shipping Board Bureau of the Department of Commerce; or should an independent commission be created similar to the old United States Shipping Board?"

President Roosevelt urged the last Congress to pass ship-subsidy legislation, and the House did enact such a bill, but the proposed measure did not reach the Senate floor. Shipowners—even those favoring direct subsidies—were elated that the Bland-Copeland bill (H.R. 8555) was not enacted, because, in their opinion, it would not have accomplished the desired results.

But, to *The Nation,* "the only available substitute to the Bland-Copeland legislation is government ownership, proposed by Senator Black and Congressman Moran. Since the Government is putting up nearly all the cost for building and operating the merchant marine, they argue it might as well own it outright, and since objection is made to government operation, Moran is willing to have private operation by law."

As far as *The Nation* is concerned, it prefers "not to have any ship-subsidy whatever, since we do not share the mystic faith in the benefits of a subsidized merchant marine.

"We are not so sanguine as to expect Congress, trained by years of propaganda by shipowners, to abandon subsidies altogether, so we must come back to the Roosevelt policy of paying out public money openly, and ending the sickening abuses of the past. Government ownership is at least an honest solution of the problem."

"Is there any guaranty that the evils of the present subsidy system will be remedied by the enactment of the Copeland-Bland bill?" asks *The New Republic,* Leftist weekly. "Under this measure, which embodies, in large part, the recommendations of President Roosevelt and the Interdepartmental Committee on Shipping Policy, the mail-contracts are to be modified or canceled and replaced by direct subsidies to be administered by a Maritime Authority, a euphemism for the Shipping Board.

"The substitution of direct for indirect subsidies is designed to enable the Authority to adjust government aid more closely to individual requirements, and the competitive conditions prevailing on each steamship-route."

An Electoral Issue

Yet *Scottish Rite News* demands to know "for what reason, and to what purpose is the merchant marine, the second line of sea-defense, being totally neglected?" Calling attention to the Postmaster General's last report, showing that the nation "ranks lower in cargo-vessels of 2,000 gross tons or over, built within the last ten years, than any other country having shipping except Spain," this Masonic organ predicts:

"Close observers venture the assertion that this vital national issue will not remain much longer in its present uncertain and indefinite status.

"Merchant-marine legislation is imperatively required to meet and clarify issues of the present Administration other than those of national defense."

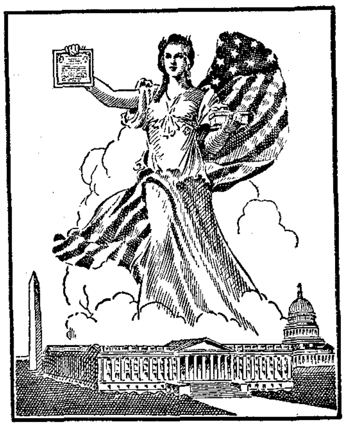
One thing that might help, *The Saturday Evening Post* believes, is for Americans to travel on American ships. It says:

"In recent years, experienced travelers have become more and more convinced that our own ships give them more for their money than those that sail under any other flag. . . . Tho for many years we have been singing small as a factor in the world's carrying trade, the traditions of the Yankee clipper of a century ago have never quite died out. Our native genius for shipbuilding has at no time failed us. Our merchant marine, small as it is, is something to be proud of."

By investing in

UNITED STATES SAVINGS BONDS

you can provide funds for the future



(1) To educate children

(2) To establish a retirement fund

(3) To take care of dependents

(4) To create a cash estate

(5) To enjoy travel and recreation

As a convenient form of investment, United States Savings Bonds commend themselves to everyone seeking to obtain safety of principal and a fair yield.

Funds placed in these bonds will be returned at the end of ten years, plus 33⅓% more money than invested. This represents an annual interest rate of 2.9% compounded semi-annually.

United States Savings Bonds are sold on a discount basis. Hence, there are no coupons to clip and no interest to reinvest. The smallest unit costs $18.75 and in ten years you receive $25; the largest unit costs $750 and in ten years you receive $1,000.

United States Savings Bonds will be redeemed by the Government, if the owner desires, at any time after sixty days from the issue date. Their redemption value is at the cost price during the first year but thereafter increases every six months for the full ten years until the maximum return is obtained by the owner. The price is therefore free from fluctuation.

A booklet describing the bonds and including a table of redemption values will be sent upon request. Address the Treasurer of the United States.

BONDS ON SALE AT YOUR POST OFFICE

or, if you prefer, order by mail

Treasurer of the United States, Dept. D-2, Washington, D.C.

Enclosed find check, draft or money order for—

Number		
...	$25 United States Savings Bonds at $18.75	$.....
...	$50 United States Savings Bonds at $37.50	$.....
...	$100 United States Savings Bonds at $75.00	$.....
...	$500 United States Savings Bonds at $375.00	$.....
...	$1000 United States Savings Bonds at $750.00	$.....
	Total	$.....

Register in the name of and send to
Name ....
Street Address ....
City ....State ......

Your personal check will be accepted, subject to collection, or you may send bank draft or money order. Do not send currency by mail. Make checks payable to Treasurer of the United States.

Drinkless KAYWOODIE

Surprised that we X-Ray Pipes?

THEN LISTEN.. When you buy a pipe, what do you buy it for? To burn tobacco in. And where does it burn? In the bowl. All right—that bowl must be the sweetest-smoking piece of briar you can lay hands on. Free-burning, clear-grained. Sweet. That's what Kaywoodie gives you, and *only* that. No stones, or gravel (contained in many briar roots), no fissures, pits or flaws. No resin. X-Ray helps us do it, now. It's the only way to look inside a piece of wood. And Kaywoodie's the only pipe using X-Ray in manufacture.

Drinkless KAYWOODIE $3.50

7785—Overall Size—4½ in.
5168—Overall Size—6¼ in.

Super GRAIN $5 —Roots from Virgin Territory — Greece

Of Every 100 Briar Bowls, Only 4 Meet the Kaywoodie Standard

Judge a pipe by what's left out of it—left out of Kaywoodie is inferior briar that would (a) smoke hot (b) smoke strong (c) get rank, stale and wet (d) contain flaws and fissures under the surface. We turn down 96 out of 100 briar bowls, on these grounds, when making a Kaywoodie pipe.

Send 10¢ for Actual X-Ray Picture, Catalog, and Specimen of $5 Super-Grain Kaywoodie Briar

Dept. D5, Kaufmann Bros. & Bondy, Inc. Estab. 1851 Empire State Building New York City

Book News

Mrs. Astor's Horse. By Stanley Walker. (New York: Frederick A. Stokes Company; $3.)

The jaundiced eye of the city editor who has had to regard with professional interest fellow countrymen in those of their off-moments which make news has given to Stanley Walker's "curious saga of American taste" a somewhat saffron hue. Mr. Walker progressed from the city desk of the New York *Herald Tribune* to an executive post on the New York *Daily Mirror* and has now fled to the more philosophical sanctum of *The New Yorker*.

Betimes he has enjoyed the acquaintance of gilded social bell-wethers, big-shot gangsters, stage folk, play-boys, athletes. As might have been expected, he has taken the occasion of the appearance of this successor to "Night Club Era" and "City Editor" to wag a blasé head and utter with a bored condescension, "What fools these mortals be."

Nunnally Johnson, who once viewed with derision the foibles of the populace in a daily column in the Brooklyn *Daily Eagle*, but who has long since joined the goodly company feeding at the more Sybaritic flesh-pots of Hollywood, gives the book its proper tone in a foreword, saying:

"Walker's attitude is that of a man who has been reliably tipped off that the earth is cooling at such speed that life will be impossible on it, say, within five million years. He takes it calmly."

Grader of News

Quite so. Mr. Walker writes from the deep experience gained from grading news, ever mindful that the tale of scandal in high place may be demoted from the top of the front page within an hour by the declaration of another war, or that the awful threat of another peace may have to give place to the rubbing-out of another Public Enemy No. 1 by the "G Men."

A forecast concerning the underworld, indeed, gives him rank among the major prophets. Commenting upon the gorgeous funeral of the late Frank Uale, or "Yale," with its police lines to hold the crowd back, its $15,000 coffin and its fairy-land of flowers in set pieces of amazing designs, he predicts with the foresight of the soothsayer that the day of underworld "mortuary ostentation" is over.

Sterner Mood

Only the other day "Dutch" Schultz was buried, attended by four mourners. Across the street from the funeral chapel, two henchmen straightway were shot down. Gangland, even as the more law-abiding element, is in a sterner mood.

Mr. Walker would not have us forget that a civic element in Asbury Park, New Jersey, wished to seize the tragic hulk of the *Morro Castle* and maintain it as a tourist allure; that folks paid to see the parents of the late Dillinger.

John Chamberlain of the New York *Times*, however, balks at viewing this state of affairs with alarm. "After all," he says, "it was an old English custom to make holiday when they garroted a sneak-thief on Tyburn Hill. And the Romans considered it sport to see a Christian chewed by a lion. At least the United States is not *sui generis* in its cultivation of the fetidly macaber."

Stanley Walker: He writes from the deep experience gained from grading news

So, one rejoices that Mr. Chamberlain has pointed out to Mr. Walker that popular nonsense is an attribute of the race, rather than of the citizens of the forty-eight States.

Herschel Brickell, in the New York *Post*, adopts this larger view, advising "solemn sociologists and all others who think the human race can be forced or persuaded to stop showing signs of its simian ancestry" to ponder Mr. Walker's pages. Harry Hansen, in the New York *World-Telegram*, however, thinks "the contents are so amazing that they make the worst extravaganza of Mrs. Astor's day look like a prayer-meeting conducted by Cotton Mather."

The book gets its name, by the way, from the old saying, "dressed up like Mrs. Astor's plush horse," signifying garish and ostentatious in an aimless but desperate sort of way.

* * *

Forty Years—Forty Millions. By George Britt. 309 pp. (New York: Farrar and Rinehart; $3.)

The life-story of a colossus such as Frank A. Munsey should never be turned over to a newspaper man for writing. Mr. Britt has gone out of his way to be fair, but his sources are still bitter against the man who believed that a great fortune endowed its owner with a wise omnipotence and who as a newspaper owner was, as his biographer so eloquently puts it, merely a dude rancher who, having bought a ten-gallon hat and a six-shooter, thought he was a real cow-man.

There was something grandly mad about this man who scrapped newspapers as tho they were worn-out motor-cars. He once had an editorial writer who was drawing a salary of $5,000 a year. Munsey fretted, thought it was too much. So he fired him; and gave him a check for $10,000.

The crowning enigma of his career was his will. In his wealthy years he subscribed

$10 a year to the Metropolitan Museum of Art. When he died, he left to the pictures of dead artists his whole $40,000,000. His tragedy was loneliness. He was the living success-story; but William Allen White, Editor of the Emporia, Kansas, *Gazette*, wrote in his obituary, "Frank Munsey contributed to the journalism of his day the talent of a meat-packer, the morals of a money-changer and the manners of an undertaker." Elinor Glyn called him a "weary gray wolf." Mr. Britt calls him "a killer" who aspired to be a "creator."

His memorial is a name on a tablet, among about sixty others, as a benefactor of the Museum which got his money. In his day he had owned eighteen papers and killed more than half of them. But, in fairness, it should be said that those who did his bidding profited by it, except the general run of his reporters.

* * *

Lewis and the Critics: Just after his white-hot finish of "It Can't Happen Here," imaginary novel of America under the steel-rimmed heel of Fascism [THE LITERARY DIGEST, November 2], Sinclair Lewis told a New York *Herald Tribune* ship-news reporter:

"Understand this, that I don't say Fascism will happen here—only that it could. I don't try to go into the depths of politics or economics.

"My book only tries to show what could happen to an average, decent, competent, happy fellow under a Fascist régime in this country."

Yet, Mr. Lewis's book left Herschel Brickell of the New York *Post* "completely unconvinced in its main thesis: I still do not believe 'it can happen here,' at least not in the way Mr. Lewis prophesies."

In *New Masses*, Granville Hicks decides "that Lewis has done a magnificent job so far as his warning against Fascism is concerned," but this radical weekly's critic insists "he has not understood Fascism well enough to show how to fight against it."

There are book-critics who are prone to agree with Mr. Lewis that Fascist dictatorship *could* happen in the United States. Paul Jordan-Smith of the Los Angeles *Times*, for instance, finds that "packed with as much timely significance as excitement, Lewis's novel should be taken to heart by every man interested in preserving American liberties."

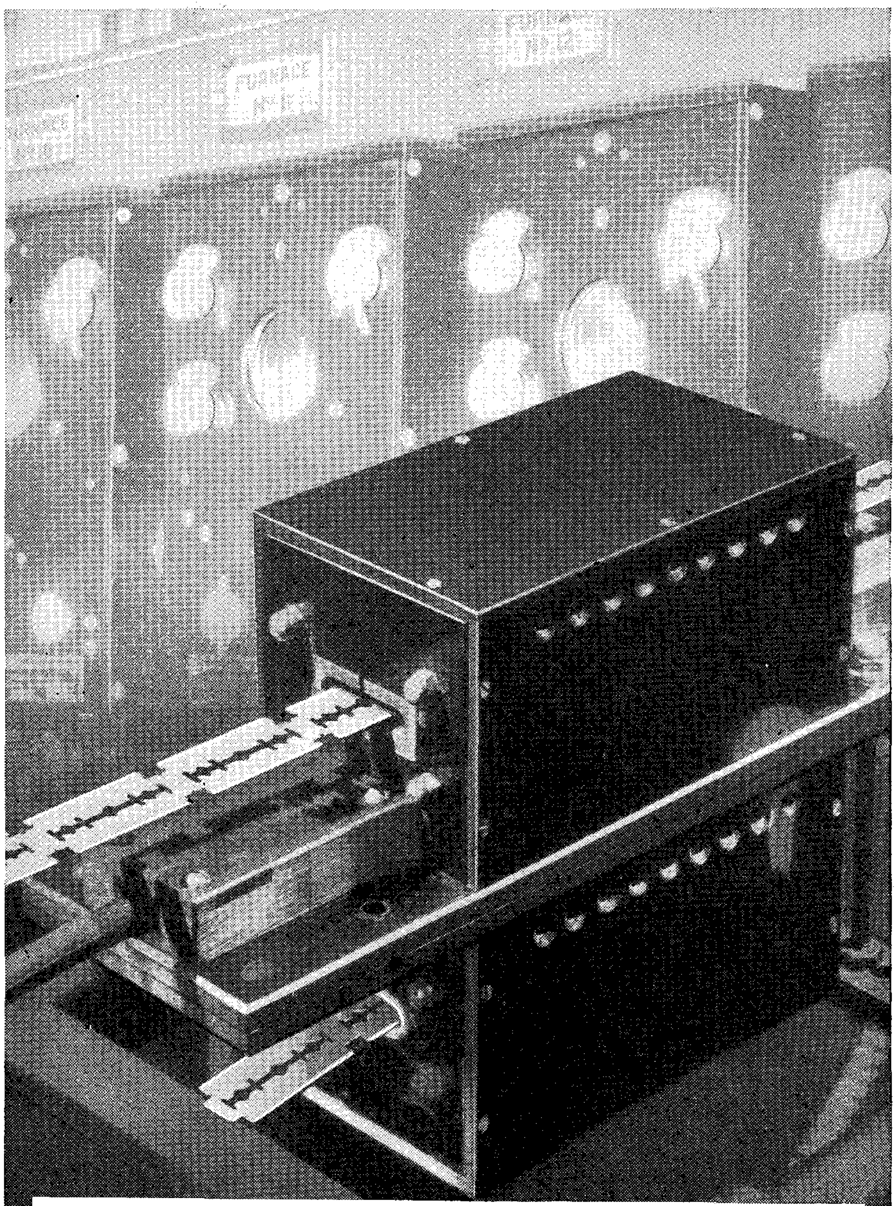
And Allen Saunders of the Toledo *News-Bee* believes that "if it is widely read it may, unaided, save this country from following in the bloody footsteps of Italy, Germany, and Russia."

Worth Reading

Ethiopia, A Pawn in European Diplomacy. By Ernest Work. 354 pp. (New York: The Macmillan Company; $2.50.) An excellent explanation of the background behind the row between the King of Kings and Il Duce.

Hands. By Charles G. Norris. 546 pp. (New York: Farrar and Rinehart; $2.50.) Three generations of a San Francisco family.

Poor John Fitch. By Thomas Boyd. 315 pp. Illus. (New York: G. P. Putnam's Sons; $3.) The story of the man who invented a screw-propeller boat before Fulton invented his paddle-wheels.



WHAT IS THIS DEVICE THAT MAKES STEEL "*Talk*"

MESSAGES relayed from this magic black box to a great battery of automatic switches, control the hardening of Gillette steel as it passes through electric furnaces.

In effect, this amazing device makes steel "talk"—orders more or less heat in the furnaces as the condition of the steel demands. This results in constant uniformity of hardness in the steel—contributes in a big way to the comfort you enjoy when you shave with the Gillette "Blue Blade."

Before the development of this equipment, hardness could not be uniform, for variations exist in any coil of steel even when produced by the world's finest mills. Now a master strip of steel—of exactly correct hardness—controls the temperature of the furnaces. *Positively*—these furnaces, conceived by Gillette engineers, are the only furnaces in the world that can produce razor blade steel of uniform, predetermined hardness.

It is obvious that blades hardened by other methods can't compare with the Gillette "Blue Blade."

This is but one of many exclusive processes that make the Gillette "Blue Blade" incomparably keen, smooth-shaving and economical. You get more shaves—better shaves—because Gillette steel takes and holds the sharpest edges ever put on metal. Try the Gillette "Blue Blade." Buy a package today on our money-back guarantee of absolute satisfaction.

Reputable merchants give you what you ask for. In stores where substitution is practised—INSIST ON

GILLETTE BLUE BLADES
NOW 5 *for* 25¢ • 10 *for* 49¢

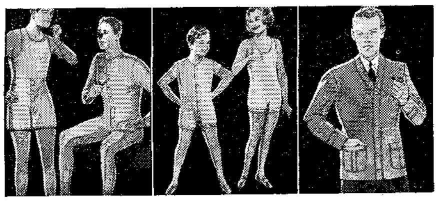
Gillette
BLUE
BLADE
King C. Gillette
Gillette

Avoid Colds
TWO THIN LAYERS - with AIR SPACE between
COTTON INNER LAYER
WOOL IN OUTER LAYER

Disagreeable in themselves—they often lead to grave illness. Nothing like Duofold's scientifically correct fabric in two thin layers with air space between for effective protection without uncomfortable itch, weight or bulk. Inner layer soft, absorbing cotton next the skin. Outer layer contains wool—but the wool can't touch you. All styles for men, women, children, and infants. Now, men's union suits $3.00 and up; 2 piece, $1.75 and up. Other styles priced proportionately. Slightly higher west of Rockies.

DUOFOLD, INC. • MOHAWK, N. Y.

Duofold
Health **Underwear**



"Klutch" holds

FALSE TEETH

Tight—all day

KLUTCH forms a comfort cushion, holds the plate so snug it can't rock, drop, chafe or be played with. *You can eat and talk as well as you did with your own teeth.* Don't endure loose plates another day. Klutch ends the trouble. 25c. and 50c. at druggists'. If your druggist hasn't it, *don't waste* money on substitutes but send us 10c. and we will mail you a generous trial box.
HART & CO.. Box 2417-K, ELMIRA, N. Y.

Look at your Skin
Is it Pimply, Red
Blotchy *and* Rough?
If so use
Cuticura

On the Current Screen

One day Hollywood will rid itself of the scenaristic fixation that every film subject founded on a background of history must, first, represent a conflict between the forces of good and evil and, second, treat the matter factually.

The most carefully documented of historical pictures, brimming with good and accurate detail, adhering to dates and names with stubbornness, invariably bog down into routine studies of scampers among a noble heroine, a square-jawed hero, and the raven-bearded villain who menaces both of them.

There are, from time to time, justifications for these acute personifications of vast historical panoramas. Thus, the determination of Richard the Lion-Hearted to go to the Crusades to escape marrying a distasteful girl was excellent screen motivation, however silly it may be when stacked up against the truths of history.

Now and again, the good-evil struggle is solidly founded in the facts of the times. and it is, it would seem, justified in "The Last Days of Pompeii," a new RKO-Radio motion-picture.

Volcano the Star

This picture follows the pattern laid down for all films in which inanimate matters are more awesome than the star provided to perform the leading rôle. An eruption by Vesuvius, for example, has more genuine clatter and capital audience-appeal than anything Miss Dorothy Wilson might accomplish in the way of histrionics. It is virtually impossible for an actress to put on a better show than an active volcano.

Much this same point of view is taken by E. de S. Melcher in the Washington *Evening Star*, who writes:

"Altho we may say quite frankly that spectacles are a little out of our line, this new RKO splurge is a lusty splurge, burying its Pompeii with all the *papier-mâché* glory that Hollywood could muster and presenting its theme with an honesty that is slightly startling.

"Hollywood has done away with Bulwer-Lytton and the blonde girl and all those familiar trappings which put many a Victorian maiden into a frenzy. Hollywood has invented its own story—and not a bad one at that—saving Vesuvius and its maddest moment for the final landing-place and thus doing away with all those difficult people who at that time were behaving about as madly as we are to-day.

Greed as Deity

"Preston Foster plays the leading rôle, that of *Marcus*, much-muscled blacksmith, who goes in for championship arena bouts when his wife and child are done to death and when greed jumps up as his future deity. He plays the rôle well enough—but not so well as Basil Rathbone plays the even more difficult rôle of Pontius Pilate.

"Mr. Rathbone speaks his words so clearly and so dramatically that he frankly puts to shame every one else in the cast and makes those historical moments of Judean history outstanding in their vividness.

"The scenes in Judea, where the one-time blacksmith comes across Pilate and the Christ, are probably the best in the picture —creating more genuine drama than could all the crumbling Vesuviuses in town."

Nelson Bell, in the Washington *Post*, also notes the departure from Bulwer-Lytton's masterpiece of prose, and adds:

"The narrative created by James Ashmore Creelman and Melville Baker is neither the story of the dawn of Christianity nor an authentic historical tale. It is a fictional story of the career of one man and his son, with the more profoundly moving developments of the era that witnessed Gethsemane and Calvary distantly sketched in as a remote background."

"The Last Days of Pompeii" is reenacted in an American film with Preston Foster (left), *Wyrley Birch, and small David Holt*

Jumping into the path of the story, Mr. Bell continues:

"As the impotent rage of the mighty *Marcus* rises in a futile storm to save his son, Vesuvius sends forth the first rumbles of the cataclysm that is to come. From this point forward the story and action become increasingly turbulent until the destruction of a proud and mighty city of marble and stone is accomplished with a realism the senses find it difficult to grasp."

Job Called Fine

Malcolm Johnson, in the New York *Sun*, finds that the new issue of "The Last Days of Pompeii"—it was done once before in the silent days of the screen—is very much acceptable and a fine, sturdy job.

"It was produced many years ago, long before the screen found its voice, as a thrilling, flickery spectacle. Remember it? It was only natural, therefore, that it should be done all over again.

"And, it is fortunate that Merian C. Cooper should be the producer of this modern spectacle. He has done handsomely by it, as a production, offering a picture that is at all times interesting, if unexciting. The story, with its emphasized moral, is intelligently treated and the final scenes, the climax, are convincing and spectacular."

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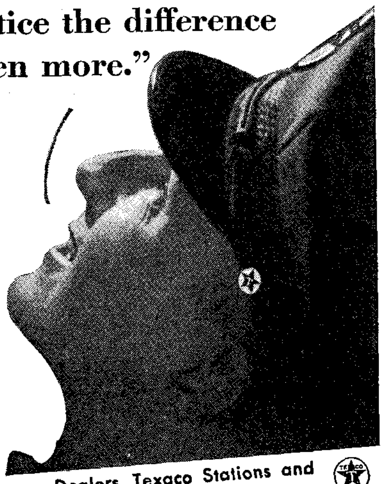

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Current Poetry

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HEART

By Audrey Wurdemann

Out of silence sobs the slow
Drumming heart's dark dynamo.
Cased in layers, wall on wall,
The heart knows naught of merciful,
Of dutiful, of good, of wise;
It has no ears; it has no eyes;
Nor any breath that's passionate;
The heart can neither love nor hate.
Encased in fibers firmly wound,
It knows no sight; it knows no sound
And all that it can have or know
Is chained by pulses quick or slow,
Though out of silence sobs the low
Drum of that dark dynamo.

—*Harper's Magazine.*

HAVING LEFT CITIES BEHIND ME

By Marjorie Kinnan Rawlings

Now, having left cities behind me, turned
Away forever from the strange, gregarious
Huddling of men by stones, I find those various
Great towns I knew fused into one, burned
Together in the fire of my despising.
And I recall of them only those things
Irrelevant to cities; murmurings
Of rain and wind; moons setting and suns rising.

There was a church spire on a distant hill
Clamorous with birds by day and stars by night,
Devout and singing. I have forgot its site—
Boston, or Rochester, or Louisville—
Of a Certain city all I can remember
Is wild ducks flying southward in November.

—*Scribner's Magazine.*

WINTER'S TALE

By Macklin Thomas

The firelight flagged and ruddied on us all.
My father read; his dark beard in the glow
Moved slowly as the strong lines sounded slow,
Until the end. And at the last leaf's fall,
With nothing moving but the shadowed wall,
We were so still we heard the pines speak low
Outside the frost-starred pane. And it was so:
The tale was done, and all was past recall.

Then down the road of coals the colored train
Of those brave people sank, and there was none
To look back once, and there was none to tell
How they lived after. That forgotten pain
Comes now again, that our few words are done:
Here is the ending; here they said farewell.

—*The Atlantic Monthly.*

DIRGE FOR THE SPIRIT

By Ross Edwards Pierce

Let the cold marble be broidered in blue and green
And no more be seen
Let the tried bone
Unharness the burden of flesh and waste and be gone

For the heart
Must learn to bear it out alone . . .

Let the tall white chargers that tread up the shore of the sea
Turn and flee
Let the light
Be received back
On a long tide of night

For the mind
Must learn to give over its pinnacles and be resigned

Let the wolf howl and the tiger cry
And the black rain sweep down tremendously
Let the carousing winds off topless cliffs be hurled
Down down down down to the bottom of the world.

—*The American Mercury.*

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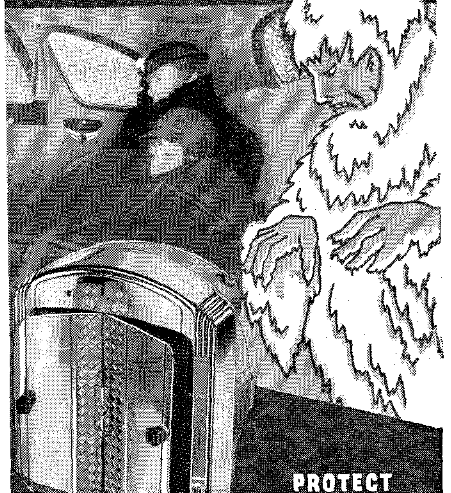

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The Open Forum

Bouquets

Sir:—Some time ago I wrote to you complaining at changes then made in THE LITERARY DIGEST which had transformed it from the "both-sides-of-the-question" magazine that it formerly was. I was greatly disappointed that my favorite magazine had begun to try to shape my opinions instead of leaving me to draw my own conclusions from material on both sides of issues.

Noting that you have gone back to the policy that made THE DIGEST famous, I want to be just as quick to express my approval now as I was to complain before. I can buy scores of magazines that will try to do my thinking for me—I like THE LITERARY DIGEST again because it leaves that as the reader's privilege.

Fullerton, Nebraska. W. H. PLOURD.

Sir:—I have taken THE LITERARY DIGEST for more than forty-five years.

When you changed your style and began to have original articles in place of reviews you were no longer what you purported to be, *viz.* "a digest." I was much dissatisfied.

However, you have recently abandoned your policy of original articles. That is what I want. I take THE LITERARY DIGEST for the purpose of getting a summary of the week and of learning what the thought of the nation is upon the questions involved.

I am glad that you are moving toward your former policy.

Shelbyville, Illinois. GEORGE B. RHOADS.

Sir:—I think your DIGEST is quite an improvement from a year or more ago, and is getting better right along.

I realize that you have a terribly big job on your hands trying to please every one, but keep up your good work. You are doing much good for old U. S. A. and the coming generation in more ways than one.

Los Angeles. J. A. REMBUSCH.

Sir:—Glad to see THE LITERARY DIGEST getting back to its older standard. I never did like the newer style.

Pensacola, Florida. A. R. W. STOESEN.

Sir:—I am very much interested in THE LITERARY DIGEST, for it gives unbiased views of the most important events in the world.

As an American, foreign-born, I like to know exactly what is taking place in politics and science and only in THE LITERARY DIGEST is my curiosity satisfied.

Santa Monica, California. ANN SINDEFF.

Sinclair Lewis's Book

Sir:—Was Sinclair Lewis just kidding when he titled his latest book, "It Can't Happen Here?"

It does not seem possible that we could be such idiots as to let it happen. Still, there was a Bill Thompson of this enlightened era, who put it over in great style with his "King George" foolishness.

Sioux City, Iowa. OLAV MOE.

Business-like Clergy

Sir:—In the October 19 issue of THE LITERARY DIGEST a letter in "The Open Forum" cast reflection upon the clergy as being narrow and lacking in business experience.

I wish to call attention to the fact that as a whole the clergy "do more with less" than any other group of individuals. This should be remembered, that during the depression the Church, under the supervision of the clergy, has not tottered on the precipice of bankruptcy. While one business after the other has failed the Church meets her obligations.

It would seem the clergy are not as poor business men as some would have us believe.

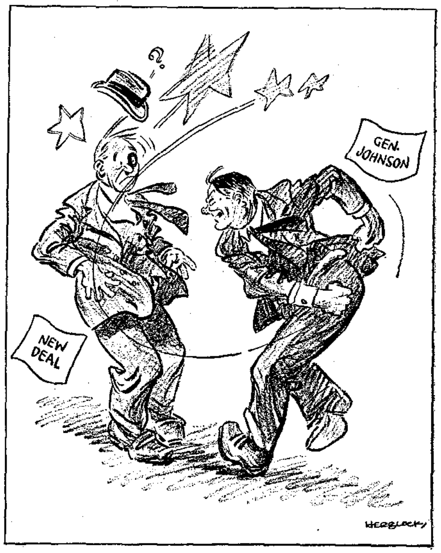
OLIVER K. MAURER.
Red Lion, Pennsylvania.

Help the Rich

Sir:—I think that the rich man should be exempt from all taxes! Just think how that would inspire business! The capitalists would become more ambitious than ever. They would be exuberant with joy, business would be unyoked by the Government, things would begin to hum, more men would be employed, the rich would become richer than ever, and all in the interest of the poor!

This is just as sound logic as in any "don't-soak-the-rich" plan.

Berlin, Germany. GEORGE P. LOWEKE.



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Greetings, Old Pal!
—Herblock for NEA Service

We Bow

Sir:—Just a word of comment on the very excellent article in your October 5 issue on the Eucharistic Congress held in Cleveland.

It is indeed worthy of your pen.

KATHERINE A. RIORDAN.
East Cleveland, Ohio.

New Deal Critics

Sir:—Critics of relief expenditures under Mr. Roosevelt who depict a baneful effect on the Treasury and the proletariat, should be reminded that, had it not been for the depression that came under Mr. Hoover and his "chicken-in-every-pot" régime, there would not have been any need for this relief.

GEORGE L. PAYNE.
Dallas, Texas.

The Constitution

Sir:—I am very much interested in the article on the Constitution in the October 26 issue of THE LITERARY DIGEST, and am looking forward to the remaining articles of the series.

WILLIAM J. WILCOX.
Allentown, Pennsylvania.

Sir:—Thank you very much for that very interesting article about the adoption of the Constitution in the October 26 issue. I notice it is to be followed by two other articles.

The Confederation of 1781—proposed years earlier—was to be "perpetual." But in 1787 it was proposed to abandon that and start something different—to go into operation between any nine States—leaving out four States. Your article covers that.

Now I hope that subsequent articles will tell about the Constitution of Massachusetts—and the declaration of New York, Virginia, and Rhode Island in their ratifications—that every State had a right to withdraw from this combination—just like all had left the Perpetual Confederation.

Raleigh, North Carolina. S. A. ASHE.

Sir:—In "Back To, or Forward With, The Constitution?" the writer says:

"Another outstanding compromise was between the North and the South. The South agreed to Federal control of interstate and foreign commerce by simple majority vote of Congress, provided the slave trade could continue for twenty years."

Your writer apparently forgets that this was but one of the three compromises of the slavery question, a most difficult problem for the framers of the Constitution. The other two were the counting of slaves in the census for the purpose of representation (!), Article 1, Section 2, and the basis of future fugitive-slave legislation, Article 4, Section 2.

Those of us who like to believe that our Constitution is the rock on which this Republic is founded, must admit that these references to human slavery, in spite of the carefully guarded language, look sadly out of place in a document which was formulated "to establish justice" and "to secure the blessings of liberty to ourselves and our posterity."

PHILLIP E. JAMESON.

Saugus, Massachusetts.

War Is Bad

Sir:—In your "Sloggin' Over Africa" [LITERARY DIGEST, October 26], you quote Trevor Wignall as he relates some of his soldiering experiences in the Boer War and ends with "The pity of it. The pity."

The pity of what? Of a life-long friendship with Edgar Wallace?

No.

Of a farewell to England? Of having to get up at five in the morning? Of trudging through the mud in ill-fitting clothes? Of walking a narrow mountain path? Of listening to the sounds that trees make at night? Of the fatigue of carrying a pack?

These things are not pitiful.

Mention is made of those killed in battle. Ground for pity there, to be sure; but scant argument against war.

There are some good arguments against war:

1. The very real danger, when fighting a powerful adversary, of being beaten.
2. The utterly demoralizing effect on the aggressor nation.
3. The lasting hangover of animosity.

War is plenty bad. But not because of much of the same things we get in peace.

Arguments against war would be more effective if they took into consideration this fact.

Vienna, Virginia. W. H. HULL.

Supreme Court

Sir:—In the issue of October 5, Mr. Allen White asks why the President and Congress rather than the Supreme Court should not determine questions of constitutionality.

If they did, our liberties would be at the mercy of Congressional bloc or lobby, of reelection-seeking President, each construing the Constitution as self-interest dictated.

The Court, on the other hand, can have no self-interest in exerting governing power. It can in no way control or interfere with the President or Congress, nor even pass judgment upon their executed acts unless, and until, the question is forced upon the Court by appeal from the decision of a lower Federal court or State court or by suit of a State or foreign country.

Constitutionality is a judicial, not a political, question. Should it not be decided by the highly trained judges of our Supreme Court, calmly and deliberately after fair trial, rather than by the judicially-untrained Congress and President?

HIRAM J. ARCHER.

Suffolk Law School, Boston.

Schools Negligent

Sir:—Something is drastically wrong with an educational system which allows boys and girls to be graduated from grammar-school and high school when they are unable to write or speak their native tongue correctly.

I do not disregard the premise that early environment is often more of an influence than any type of schooling, and yet I feel that our schools are greatly lacking in permitting this condition to exist.

IRMA E. FARREL.

Binghamton, New York.

A Suggestion

Sir:—Would it be consistent with the policy of THE LITERARY DIGEST, helpful to its interests and really worth the expenses and effort necessary to conduct, say, a two-page "Open Forum" dedicated to the noble cause of Straight-Thinking on whatever happens to be the nation's foremost issues at the moment?

Introduce a question at the top of the page, follow with a page of answers sent in by readers, and then with another page of remarks about these answers "Pro and Con." Occasionally follow up a promising problem with one of those enlightening and delightful "Straw Votes" so popularized by THE LITERARY DIGEST.

H. L. NELSON.

West Alquippa, Pennsylvania.

Teachers' Oath

Sir:—It is a shame that there should be a "Clash Over Teachers' Oath Law" [LITERARY DIGEST, October 12, 1935] in this country.

One does not find such a situation in France, or Italy, or even in Japan. There, nobody trembles about the patriotism of the teachers, because the teachers there are true nationalists.

The trouble with the United States is that it is not a *nation* but a conglomeration of immigrants of all nationalities.

JOHN SHOTRAB.

Philadelphia.

Merriam

Sir:—California is proud of our fearless Governor, Frank J. Merriam, and also of the splendid article devoted to his sterling qualities which appeared in a recent issue of THE DIGEST. Governor Merriam's home is in Long Beach, California, and not Long Branch, California, as stated in the article. Long Beach is known as "little Ioway." Its population is comprised chiefly of "corn-huskers" from the glorious State of Iowa.

We are justly proud that two of California's representative citizens are natives of Iowa—Herbert and Frank—as we affectionately call them.

We of Long Beach feel that the Republican Party need not seek far afield for the logical candidates to guide the destinies of the nation at the next national convention.

HARRY CLARKE.

Long Beach, California.

Potato-Control

Sir:—Anent "Secretary Wallace's 'Hot Potato'" in your issue of October 12, there is talk of potato-consumers organizing into groups to rent a piece of good potato-land, purchase seed and fertilizer, and hire a farmer to plow, plant, tend, and harvest potatoes for them.

Little organization is necessary. In this section, where potatoes can be raised at a profit at twenty-five cents per bushel, consumers can grow potatoes for less than they have to pay for them now. And this would be no violation of the law, as no potatoes would be sold.

The law I regard as the silliest ever passed. I am a potato-grower myself but have no idea of observing the law.

GEORGE H. GILMER.

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HARRY A. MASON, MANAGER

Back to, or Forward With, the Constitution?

(Continued from page 9)

amendment to free the New Deal from Court restraint? If so, what form will it take? All these "ifs" combine to form what Prof. Howard Lee McBain, of Columbia University, writing in *The Yale Review,* calls "the largest constitutional issue that the American people have faced since 1787."

As other New Deal measures begin their parade into the Supreme Court, it is interesting to note that the biggest of them all, the NRA, was sent crashing last May, chiefly because it could not hurdle a tiny, sixteen-word clause in the Constitution.

Another reason was Congressional delegation of powers to the President, but the innocent-appearing sixteen-word interstate-commerce clause was enough to bring the giant down. That clause says simply that Congress shall have power "to regulate commerce with foreign nations, and among the several States, and with the Indian tribes."

Around those few words many legal battles have raged in the last 111 years. In 1824, Chief Justice Marshall, in one of his epochal decisions, first raised the clause to great importance.

The New York Legislature had given Robert Fulton, steamboat pioneer, a monopoly in the waters subject to the State's jurisdiction. The defendant in the case, licensed by the Federal Government, defied the monopoly by operating between New York and New Jersey.

Meanwhile, Fulton transferred his holdings. When the case reached the Supreme Court, it held that the monopoly violated the commerce clause of the Constitution.

To show the significance of this decision, Marshall's biographer, Albert J. Beveridge, says that it "has done more to knit the American people into an indivisible nation than any one force in our history, excepting only war."

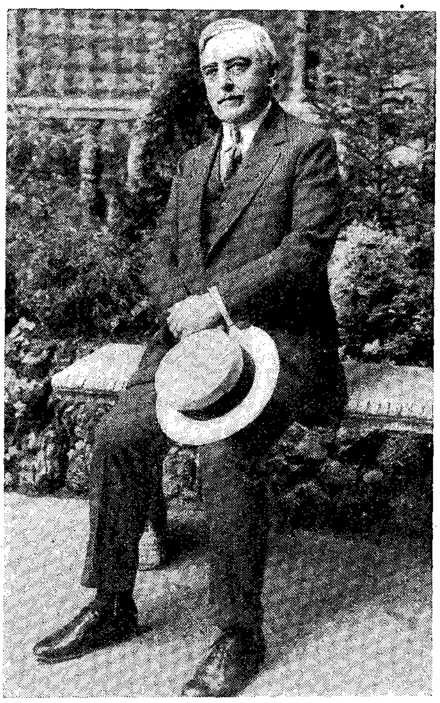
In that case, the emphasis was on Federal jurisdiction over interstate commerce. To-day the emphasis is on preventing Federal regulation of intrastate commerce—as in the Schechter poultry case which wrecked the NRA.

Uncertainty Explained

Explaining the uncertainty that surrounds this clause, Prof. Thomas Reed Powell, writes in "The Encyclopedia Britannica":

"For half a century the Supreme Court was uncertain as to whether the grant of power to Congress to regulate interstate and foreign commerce should be construed as a negation of State power over such commerce. Then it decided that no single answer could be given to the question. . . . This work of umpiring the Federal system without any clear guidance in the Constitution is a work that the courts can not escape if the Federal system is to continue."

A similar condition obtains in connection with suits brought under the due-process clause. In each case the Supreme Court either approves or disapproves legislation as reasonable or unreasonable. At one time or another, in the last thirty years, the Court, by a divided vote, has nullified laws pertaining to hours of labor, minimum wages, antiinjunction suits, and pensions. In the same period it has upheld other statutes of the same general nature.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William M. Butler, former Senator, and head of the receivers for the Hoosac Mills of New Bedford, Massachusetts, who carried fight against the AAA to the Supreme Court

In addition to the due-process and interstate-commerce clauses, a third great test of New Deal legislation—the question of Congressional delegation of powers to the President—is equally complicated. For it involves the system of checks and balances established by the framers of the Constitution to prevent either the Legislature or the Executive from becoming too strong.

Beck Argues Problem

The difficulty of the problem is explained by James M. Beck, former Solicitor General of the United States, in his book, "The Constitution of the United States":

"When the Republic was small, and its public affairs were few, this system of checks and balances worked admirably, but, to-day, when the nation is one of the greatest in the world, and its public affairs are of the most important and complicated character, and often require speedy action, the system is too often an undue brake upon governmental efficiency, and may require some modification to insure efficiency."

With that statement President Roosevelt probably agreed when he took office facing the immediate necessity of speeding through relief measures. But here is the other side of the picture, as painted by Mr. Beck:

"Any student of public affairs, especially in later years, must recognize that, if there were no such system of checks and balances to delay action, and to give time for reflection, Congressional legislation would be a saturnalia of ill-considered laws—especially in this day, when so many are proposed that few, if any, members of Congress can intelligently follow all of the propositions submitted for their action."

This is one of the major criticisms of the New Deal—that "too many" laws have been rushed through and dumped on the Supreme Court's doorstep. However, there they are, notably the AAA case, in which former Senator William M. Butler obtained a preliminary court victory when the Federal Circuit Court at Boston called the Act unconstitutional.

Are these New Deal laws constitutional, or unconstitutional? Chief Justice Hughes, when Governor of New York State, said that "we are under the Constitution, but the Constitution is what the judges say it is."

What of 1936?

Will the 1936 Presidential campaign, opening after the Court has completed its present term, revolve around a great constitutional issue? Current speculation turns on whether the President may seek an amendment changing the Constitution basically—as his opponents apparently fear—or merely one that would overrule the Court in a given case.

One outstanding instance in which the Supreme Court was overruled after calling a law unconstitutional came in the adoption of the Sixteenth Amendment in 1913. The Supreme Court had invalidated the income tax. The Sixteenth Amendment made it valid again. In addition, decisions in which the Court has invalidated Congressional control of child labor may possibly be overruled by a pending amendment which many States already have sanctioned.

Until the President speaks, no one can tell how the issue may crystallize. But those who favor greater latitude for the New Deal have made proposals to: curtail the power of judicial review, withdraw certain types of cases, such as revenue, from court jurisdiction, provide that only a State can object that its power is being invaded by Congress, or extend the legislative power over economic processes by specific amendment.

Quoting Washington

Both President Roosevelt and those who oppose his New Deal could quote George Washington to advantage.

Mr. Roosevelt and the New Dealers could say:

"When the Constitutional Convention finished its work, the Father of His Country admitted that the Constitution 'is not free from imperfections,' but he added that 'a constitutional door is opened for future amendments and alterations.'"

On the other hand, Herbert Hoover and other opponents could say:

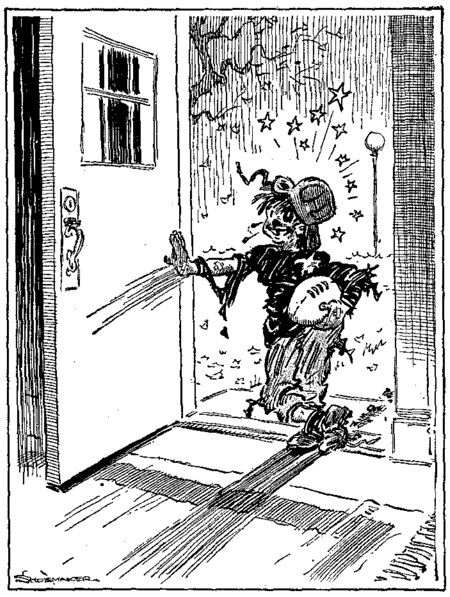
"In his Farewell Address, Washington warned the people against the spirit of innovations in connection with their Government and added: 'One method of assault may be to effect, in the forms of the Constitution, alterations which will impair the energy of the system, and thus to undermine what can not be directly overthrown.'"

Current Events

October 28.—Gov. Olin D. Johnston, of South Carolina, calls out militia, and ousts members of the State Highway Department. He says action is to "end trickery and subterfuge, favoritism, and irregularities."

Four robbers gag mail-truck driver and station agent, at Catskill, New York, tie them, and escape with two bags of mail. Miss two money-sacks previously sent to banks.

Navy Day observed throughout the nation; two new warships launched at Philadelphia; 100,000 at Washington Navy Yard see marines and sailors stage mimic "war."



"Oh, Mom, We Won!"

—*Shoemaker in the Chicago* Daily News

Confronted with unprecedented hazards of forest fires, Acting Gov. Joseph L. Hurley bans hunting in Massachusetts woods.

Dr. Nikolai Sokoloff says a new American attitude toward music is in the making. He believes that the Federal music project is bringing more people to appreciate classical music.

Geese which have battled the swift currents of the Niagara River above the Falls begin leaving, flock after flock.

According to figures of the National Industrial Conference Board the total number of unemployed workers in September was 9,466,000, a decrease of 8.9 per cent. from September, 1934.

New York City's gigantic usury racket, amounting to millions of dollars a year, is smashed as twenty-seven are arrested.

October 29.—Seven air-mail pilots receive the Air Mail Flyer's Medal of Honor from President Roosevelt for heroic action in danger by either saving passengers' lives or mail.

Two men wounded seriously and eight others slightly in a mass march of union sympathizers on unorganized mine at Mannington, Kentucky.

American Iron and Steel Institute says total pay-rolls and average weekly earnings of steel industry workers for September increased more than 50 per cent. over last year.

October 30.—Four airmen killed when giant test air-plane of the United Air Lines crashed during snow-storm into a low knoll six miles south of Cheyenne, Wyoming.

Mayor William N. McNair of Pittsburgh tells Cincinnati's City Council that he "ran away from Pittsburgh" to dodge service of papers in a mandamus action to compel him to sign $6,000,000 in WPA bonds, of which he disapproved. He said he would not return until after the elections.

Cash grants to WPA rise to $1,043,431,649 as Comptroller General McCarl releases a new $4,000,000 list.

The Government will issue next month a new dollar bill, a silver certificate, the present size, but showing for the first time both sides of the Great Seal which was adopted in 1782.

Pure Vitamin E, an essential of life, is made in quantity for the first time and exhibited before the American College of Surgeons; Dr. Donald C. Balfour of Rochester, Minnesota, is elected president of the organization.

Strike affecting 8,000 silk-workers desiring restoration of 1923 wage-scales, affects 500 shops in Paterson, New Jersey, and vicinity.

National Safety Council reports 24,840 men, women, children as auto death-toll for first nine months of 1935.

October 31.—Dr. Willard G. Bleyer, sixty-two, founder and director of the University of Wisconsin School of Journalism, dies at his home in Madison, Wisconsin.

Former Mayor James J. Walker of New York returns aboard the liner *Manhattan* after a three-years' absence abroad. Large group of friends welcomes him back.

The first scheduled transpacific air-mail flight from San Francisco to Manila is postponed from November 8 to November 22 at the request of the air-line and of philatelists.

The first step toward return of vaudeville under the guidance of the WPA is acclaimed a success when first performance of the "New National Theater" is well received in Chicago.

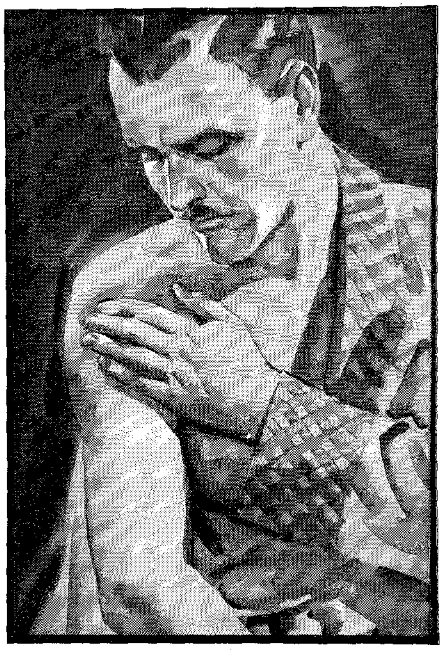
Millions in damage to fruit and vegetable crops expected as result of early snow-storms and unusually cold weather in the Pacific Northwest.

Forty woodmen, rounded up in series of raids on logging camps along the Canadian border, are held on charges of illegal entry.

A severe earthquake, doing great damage to telephone lines and other properties, strikes Helena, Montana, 550 shocks having been registered in the area in twenty days.

The Connecticut Company, a subsidiary of the New York, New Haven and Hartford Railroad, petitions United States District Court for appointment of a receiver.

HE WOKE UP IN DREADFUL PAIN



But Absorbine Jr. Brought Relief

*NOT until T. J., lawyer of Shreveport, La., woke up with shooting pains did he realize he had sprained his shoulder when changing a tire the afternoon before.

Fortunately his good wife knew what to do. Immediately she jumped out of bed, got the bottle of Absorbine Jr. off the bathroom shelf, and began rubbing that wonderful liniment into the sore spot.

Relief came quickly, says Mr. J., and he calmly went back to sleep as though nothing had happened.

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*Based on actual letter from our files

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Prayers in the Field

Handlers Utter Them When Their Spaniels Flush Game at Important Field-Trials—Lack of Control Disqualifies Dogs

Two dogs are racing through the brush on parallel beats. Each is followed by a handler, a judge, and a man with a gun. Suddenly one of the dogs puts up a pheasant. The handler prays inwardly, and if the prayer is answered, the dog drops in his tracks. The man with the gun shoots. If his aim is good, the bird drops. The dog on the other beat also drops.

The judge watches the dog which has flushed the bird. He signals the handler to let the dog retrieve. The dog is off like a flash, scenting his bird, which has fallen behind a tree out of sight. For five, ten, possibly fifteen minutes the handler, judge, gun, and gallery wait anxiously. Suddenly the dog appears, bird carried tenderly in the mouth. He gallops to his handler, who reaches for the bird. The handler pats his dog, the judge makes notes, and the gallery applauds.

If the dog breaks to shot, gets out of control, and races madly after the bird, the dog is disqualified and the handler swears gently to himself. This is one of the unhappy uncertainties of field-trials for spaniels.

Edwin Levick photograph

Henry L. Ferguson and Fleet of Falcon Hill, outstanding field trial springer spaniel of the year

Popularity Gains

Because they are easy to follow, colorful, and essentially practical, field-trials for spaniels have become exceedingly popular in this country in the last few years. One of the earliest supporters in America of the spaniel as a hunting dog was Freeman Lloyd, the *Mr. Pickwick* of spanieldom. Lloyd plugged for spaniels when pointer- and setter-men ridiculed the idea that they could be used practically in the field.

Writing in the November *Field and Stream*, Mr. Lloyd said: "The reason for the continued success of field-trials for springer, cocker, and other spaniels, is that the tests are practical; they are true reflections of the spaniels' work in the field.

"They are not only employed for finding game in field, cover, or marsh, but also for seeking, picking up, and carrying back the killed or wounded feather and fur to the handler. The work at a field-trial represents the spaniel's work on the occasion of an ordinary shoot on any day."

The outstanding field-trial springer spaniels in this country have been those bred and trained on Fishers Island, New York. Most successful of the amateur breeders and handlers at recent trials is Henry L. Ferguson, soft-spoken, moving spirit of the English Springer Field Trial Association of America, who has never been known to lose his temper at a trial except at Huntington, Long Island, last year, when an ill-advised photographer stepped between Ferguson and his great dog, Fleet of Falcon Hill, as the dog was bringing in a bird. Ferguson swore vehemently, but apologized afterward.

Ferguson, whose dog, Fleet, when under control, is the most spectacular springer running to-day, outlines the points considered by judges in his book, "The English Springer Spaniel in America":

"Game-finding includes nose, style, thoroughness, pace, and facing cover. Retrieving includes marking fall of the bird, watching handler for directions, speed, pick-up, carry, and tender mouth. Steadiness includes control with and without commands."

Spaniel trials for springers and cockers already have been held this fall at Hot Springs, Virginia; Albany, Fishers Island, and Verbank, New York, and at Saybrook, Connecticut.

Further Trials

Next week-end the English Springer Spaniel Club of Northern California will hold the first licensed spaniel trial ever staged west of Chicago, at Sacramento, California.

Mrs. Walton Ferguson, of Camden, South Carolina, one of the foremost spaniel authorities in this country, who judged at the recent trials of the Cocker Spaniel Field Trial Club of America near Poughkeepsie, New York, told the handlers before the trials that what she would expect the dogs to do would be to "show nose, hunt boldly and intelligently, find game, remain under control, face cover, remain steady to wing and shot, be obedient."

Separate stakes are run for the springers and the smaller cockers. Victories in two open all-age stakes in which at least six dogs are run in each stake merit the title of field-trial champion, provided the trials are licensed by the American Kennel Club.

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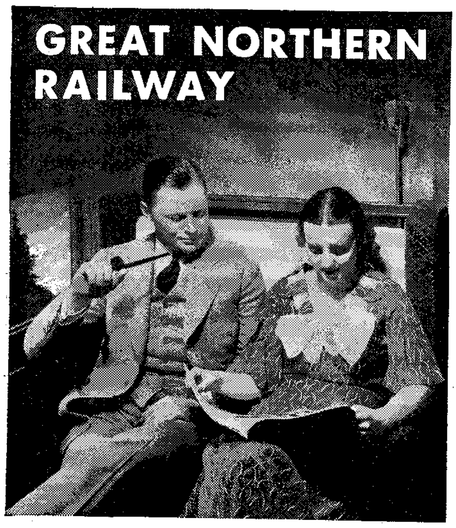

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Another All-Star Game

"Pop" Warner Suggests All-Americas Play Selected Pro Team

No All-America college football team ever has played a game. Last week it seemed likely that the theoretical supremacy of such a team would be put to a test.

In a letter published in the New York *American*, Glenn S. ("Pop") Warner, sixty-four-year-old coach at Temple, suggested that the controversy over the relative merits of college and professional football be settled by staging a game between the members of the 1935 All-America college team and a collection of stars picked from the professional ranks.

Warner offered his services as coach and expressed the hope that he would be assisted by Elmer Layden of Notre Dame, Howard Jones of Southern California, and Frank Thomas of Alabama.

Commenting on Warner's letter, Damon Runyon said in *The American*: "It is quite likely that the professionals will accept, if only for the reason that there is no 'out' for them except the admission that their game isn't what they claim."

Ear-Wiggler

If the game is played, the college team will be coached by one of the country's best and most colorful coaches. Glenn Scobey Warner, whose face bears a vague resemblance to that of the *Duchess* in "Alice in Wonderland," has been noted for his tricky plays ever since one of his Carlisle Indians hid a football under his jersey and raced through a bewildered Harvard team for a touch-down. He is said to signal his quarterback by wiggling his ears and making faces at the mascot.

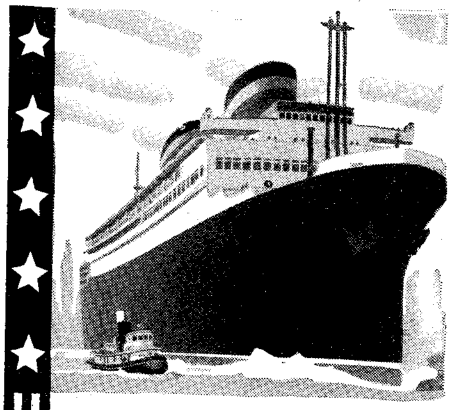
Warner has been coaching football for forty-one years, altho his chief boyhood ambition was to be a big-league baseball pitcher. He started his coaching career at Iowa State for $25 a week.

He has also been Head Coach at Cornell, his alma mater; at Carlisle, where he developed Jim Thorpe; at Pittsburgh, where he coached three unbeaten teams from 1915 to 1918; and at Leland Stanford, where his team won several Pacific Coast championships. He went to Temple in 1933. Last year Temple was unbeaten in its regular season and it is rated one of the best of the 1935 teams.

"Pop" is spry enough, despite a limp which he has had since falling off a horse while hunting in the South twenty years ago. He is partly bald, but his pompadour hides the fact. He is six feet tall, and weighs about 220 pounds.

Warner wears ill-fitting clothes, old felt hats, and soft shirts. He owned two 1919 automobiles until recently, and thinks up new plays while tinkering with cars at his Palo Alto home. He writes frequently for the magazines and newspapers, is a dog fancier, and an ardent fisherman. He shoots golf in the low nineties, but uses only one club, a wood, designed by himself.

He originated the wing-back system in football (half-back flanking the end) and last week boasted a record of 286 games won, sixty lost, and 150 tied.



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Investment Bankers Find Skies Clearing

Convention Notes "Vast Progress" Toward Prosperity as Bond Flotations Gain; Securities Act Clause Vexes Them; They Warn Nation About Heavy Taxes, Call for Balanced Budget

Investment bankers and security dealers thronged White Sulphur Springs, West Virginia's famous playground for the wealthy, last week.

They came in good spirits to attend the twenty-fourth annual convention of the Investment Bankers' Association of America. Between speeches and forums, they played golf and tennis, and galloped horses on the bridle-trails of the mountain resort.

"That things have been happening in the investment-banking business is apparent in the bustling and cheerful attitude of some 850 bankers who gathered here," declared a special dispatch to the New York *Herald Tribune*. "The contrast with last year is a sharp one, for only 600 bankers attended the convention at this place a year ago, and there was still some uncertainty at that time whether the Securities Act could be made a workable instrument.

"There is no longer any doubt on that point, since bond flotations started to appear on the market in a large way early this year and the flow shows no sign of diminution.

"Investment bankers are not yet prepared to consider themselves prosperous, but all feel that vast progress has been made. . . ."

Attack Governmental Policies

In their more serious moments, the bankers listened to speeches by officials, lawyers, industrialists, and economists. Many speakers touched on or directly attacked governmental policies.

Ralph T. Crane, retiring President of the Association and Vice President of Brown Harriman & Co., Inc., warned "that ultimately our budget must be balanced, and then will come the problem of paying this debt through taxation.

"We are just beginning to feel some of the tax pressure, government, State, and local, both direct and indirect. In the recent sessions of legislatures in forty-five States, new taxes were levied, so that almost every act and every purchase made to-day has a tax directly or indirectly attached to it."

The New York banker assumed, however, that "the common sense of the American people will curb unreasonable taxation before it is too late." He predicted rosily:

"As I look ahead into the coming year I can not help but feel we are approaching another very prosperous period."

Judge John J. Burns, Chief Counsel for the Securities and Exchange Commission, recalled that the convention marked "the sixth anniversary of your eighteenth meeting when chaos came to rule—October, 1929."

In a conciliatory but firm talk, he recognized the baffling problem of the twenty-day provision of the Securities Act of 1933. This provision provides a waiting period of twenty days between registration of a security issue with the Commission and its sale. Underwriters and dealers sometimes try to "beat the gun" by selling during the period.

Keystone

Orrin G. Wood, new President of the Investment Bankers' Association

"The outstanding characteristic of American underwriting," Judge Burns said, "is its whirlwind speed. Unless the syndicate books are closed almost in a matter of minutes, the venture has the stigma of failure. No great power of analysis is necessary for one to realize that this process of almost instantaneous commitment is responsible for many evils."

"As a practical matter," commented the New York *Journal of Commerce*, "it is not at all clear as yet that the twenty-day waiting period, especially while any number of dealers seek to anticipate the actual offering date of the new issue as far as possible, really does put an end to the high-pressure methods which Judge Burns deplores."

To replace Mr. Crane, the bankers elected Orrin G. Wood of Estabrook & Co., Boston, as the Association's new President.

Mr. Wood, well-built six-footer, has a reputation for his ability to settle differences between rival groups in big companies. He has directed reorganizations, including that of the Fisk Rubber Company several years ago. Now forty-nine, the blue-eyed banker retired in the late 1920's, but found leisure boring and returned to business.

He still persists in playing golf, altho his wife beats him.

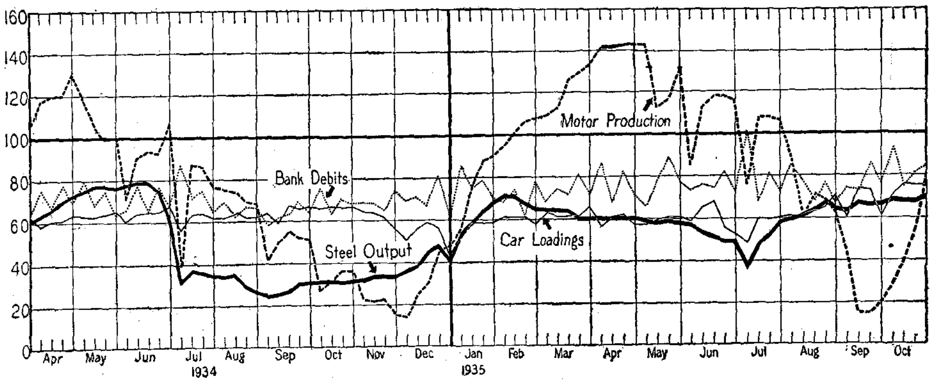
"Perhaps his ability to compose the differences of the various banking groups in America," commented the *Investment Dealers' Digest* on his appointment, "has been acquired by the strategy he has had to use in settling the problems of his six children at home in Brookline."

Comparison with Britain

Bankers at the convention applauded when Mr. Wood, a tax expert, read the report of the Federal Taxation Committee:

"The British income tax is heavier than ours in lower brackets, the exemptions are smaller, and the normal tax much larger. The line between the British and American tax crosses at an income of about $375,000. From that point on our tax shows a larger progressive increase; and in addition there will be some further tax in those States which have an income tax.

"There is competent authority for the belief that British estate and income taxes have reached a point where they have definitely injured the initiative of British enterprise. If this is true this point must be largely exceeded in our Revenue Act of 1935. Yet the British have the assurance of a balanced budget. . . . We therefore emphasize that the Federal Government should take immediate steps looking to the balancing of its budget, and to this end should take every step to encourage business to go forward and take into its employment those who are now dependent on the Government for their support."



Four Indicators of Business Activity

This chart shows percentage of deviation from weekly average of ten years ago, 1923-1925 inclusive. The heavy line represents steel-ingot production in percentage of total plant-capacity. The other lines show total freight car-loading, bank debits outside New York City, and automobile production. The chart covers the week ended October 26

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Before February 1, 1843, when this Company became actively engaged in bringing mutual life insurance before the public, life insurance had small place in the national consciousness. Experience available to a man *then* seems pitifully limited to us to-day.

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Read "The Dollar that Keeps on Growing," published by The Mutual Life. It explains why each dollar that comes to *you should have at least a few cents in it* that do not belong to the *current* year of your life at all, but which should be devoted to a *later* year when the value will be greater if only because the need is greater! Write for it.

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Toys: Sugar-Coated Education

Annual Christmas Preview; Quintuplet Houses for Girls, "Junior G men" Outfits for Boys; Six Age-Groups Accommodated

In an office-building on Fifth Avenue, New York, a little boy last week plugged the tubes of a toy stethoscope into his ears. Then he bent over a tiny table to examine a quintuplet doll.

He wore a doctor's white cap and apron. Beside him, a little girl, in a nurse's uniform, held a toy thermometer. From the quintuplet house, too small for the make-believe physician to enter, four other quintuplet dolls and their doll nurse looked on.

The incident, part of the show at the annual Christmas preview of the Toy Manufacturers of the U. S. A., Inc., illustrates the manufacturers' effort to make toys educational.

History in Capsule

The effort found expression in numerous other toys. Log stockades, forts, and pioneer cabins, with tin figures of armed settlers and skulking Indians, pressed an introduction to American history into a capsule of play. A miniature laboratory, with test-tubes and other equipment, offered a guide-post to the science of chemistry. A telescope performed the same function for astronomy.

American toy manufacturers have not overlooked the practical. Passenger trains, some stream-lined and equipped with whistles, imitate the fast trains of the Union Pacific and other railroads. Freight trains, with coal-cars, oil-cars, box-cars, and cabooses, ape the slower trains that carry the more profitable freight traffic in the grown-up railroad world.

Movie projectors, selling for as little as a dollar, teach the child how pictures are thrown on the screen.

Kitchen cabinets, ranges, washing and sewing machines enable little girls to perform domestic duties in their doll houses. With a loom such as great-grandmother used, they play at weaving.

"With all the emphasis of late on the educational aspect of toys," writes M. Ellen Housman in the November *Parents' Magazine*, "perhaps you are uncertain that your choice will perform that function and also contribute fun and play-value. The fear is an unnecessary one, for the toy field is well-guided by scientific standards and toys are designed and sold according to age appeal."

Six Age-Groups

The industry segregates children in six age-groups—infant, nursery, kindergarten, six-to-eight, eight-to-ten, ten-and-over.

With the doll birth-rate jumping to a new high, and sales well over $25,000,000, *Santa Claus* expects a building boom. The industry offers material for every type of toy-building construction.

A machine-gun, tho firing no bullets, keeps up the rat-tat-tat of the army gun while the finger is on the trigger. But the youth who plays with it is on the side of law and order. A badge proclaims him a "Junior G Man." And, if his parents wish, he may have dial telephones and other equipment for starting a far-flung man-hunt.

Wide World

Playing doctor and nurse to a doll at the Toy Manufacturers' preview

James L. Fri, swarthy, thin-haired director of the trade group, puffed a pipe as he reeled off figures on the statistical position of the industry.

This year's retail sales, Mr. Fri estimates, will rise to $200,000,000, an increase of 10 per cent. over last year's.

Toy Exports Jump

Toys exported last year jumped to $1,669,140 in value, an increase of 49 per cent. over exports in 1933. Meanwhile, however, imports sky-rocketed to $2,474,948. Japan, most able at climbing over the American 70 per cent. tariff, sent toys worth $1,988,619, an increase of 62 per cent. over the 1933 figure.

"The educational influence of American toys is second only to that of the schools themselves," declared Mr. Fri. "This influence is largely the result of patient, persistent effort on the part of American manufacturers. The chief threat to this constructive accomplishment is cut-throat competition from Japan, where designs developed by American ingenuity and capital are copied superficially to sell at prices 50 per cent. lower than the actual cost of labor and material required to manufacture the merchandise in the most efficient American plants."

In a room housing comparative displays of Japanese and American toys, Mr. Fri held up two trinkets: a child's spelling toy, made by an American manufacturer, and a Japanese imitation. The American trademark said the toy was "reversible." The Japanese, copying it even to the trade-mark, failed to understand the word's meaning. They copied the word "reversible." But the toy was not reversible. Its back was bare.

U. S. Steel Activity Gains

Net Loss Reduced for Quarter in Durable-Goods Pick-Up

"The manufacture of iron and steel, and their products, is the keystone of the existing economic structure," declares Standard Statistics Company, Inc. "Nearly every form of activity—agricultural, industrial, or commercial—depends to some degree at least on this industry. Of all domestic industries, iron and steel is probably the most truly basic."

For this reason business men last week focused attention on the earnings report of the United States Steel Corporation. The company's plant capacity for steel ingots approximates 40 per cent. of the country's total, about three times as much as that of its nearest competitor, Bethlehem Steel. It manufactures steel products of virtually all kinds. It builds bridges and ships. It operates railroads and shipping to facilitate transportation of its products and raw materials.

United States Steel reported a net loss, after all charges, of $1,305,205 for 1935's third quarter, compared with a loss of $9,826,767 for the similar period in 1934. Loss for this year's second quarter totaled $762,493.

Gain in Tonnage

"The tonnage shipped in the third quarter of 1935 exceeded the second quarter's tonnage by 18,743 tons," explained Myron C. Taylor, Chairman of the board. "However, in the classes of products shipped, a relatively larger proportion of the third quarter's shipments were of the lesser-priced products than was the case in the second quarter. This is reflected in the earnings."

United States Steel, more so than most companies in the industry, depends for orders on activity in railroads and construction.

Its earnings mirror in a general way business pick-up in the durable-goods or heavy industries.

The company showed a loss of $4,241,499 for the first nine months of this year, the smallest reported for a January-September period since 1931. Comparatively, the figures bettered last year's showing by some $7,000,000.

Rate of Operation

The Board Chairman revealed that operations now are averaging about 42 per cent. of capacity. He predicted "this average will be maintained substantially through the fourth quarter."

Carlton A. Shively, commenting as Financial Editor of the New York *Sun*, said "that all expenses will be covered" if Mr. Taylor's prediction comes true.

"For its bearing on industry in general," the Editor continued, "the report of Steel, the largest manufacturing organization, comes as a beneficial regulator of the markets.

"While it is in every sense encouraging and proves the progress in the industry that has been made, it also dispels some of the bubbling illusions of booming trade that had begun to arise in the markets.

"Business is not yet profitable for a great deal of invested capital, and in general such profits as are being made, altho much higher in percentage than those of last year, still are quite modest.

"They do not justify speculative booms in stocks."

Business Notes

Bethlehem Steel Corporation, reporting late last week, showed a profit of $701,616 for the quarter ended September 30, the first profit in a third period for five years. For 1935's first nine months the industry's second largest unit reported profits of $1.895,227, compared with $139,472 in last year's parallel period.

Eugene G. Grace, President, revealed that the company is currently operating at 46 per cent. of capacity. He doubted that this rate would be exceeded in the rest of the year, but saw some favorable signs.

"There has been some improvement in general building," he said. "Some of this represents government work and some is private construction."

* * *

Directors of Chrysler Corporation cheered stockholders last week by boosting the quarterly dividend rate to 75 cents a share. For the first and second quarters of this year the company paid dividends of 25 cents a share and extras of the same amount.

The automobile concern reported a net profit of $23,184,458 for the first nine months of this year, against $9,422.826 for the first three quarters of 1934.

"While more units were sold thus far this year than in any full year in the past," Walter P. Chrysler, Chairman, said, "dollar volume, due to lower prices and a larger proportion of sales in the lower-priced markets, was not as large as it was in the best previous year, 1929, when 25 per cent fewer units were sold."

* * *

Collier's opened a drive last week to start an effective campaign against the proposed increases in automobile taxation. John T. Flynn, financial writer, fired the opening gun.

As an example of present maximum taxation, Mr. Flynn cited the average car owner in Decatur, Alabama. This average individual, he said, owns a car with a current market value of $200. His annual taxes include imposts of 12 cents a gallon on gasoline—this being divided into a one-cent federal tax, a six-cent state tax, a three-cent country tax and a two-cent town tax. He also pays on his car a horsepower tax of $18.50, a property tax of $7.50, and sales-tax of $2.85 on purchases of tires and spare parts. The total annual impost against him is $115, or 57 per cent. of the value of his car.

"The automobile industry has shown vitality, even in depression," Mr. Flynn wrote. "Can the nation afford to send it to join others on the mourners' bench?"

308 COMPANIES ELIMINATED

Through September 30, this year, 308 companies including municipal and other unincorporated plants of the Associated System have been merged, dissolved, rendered inactive, or otherwise disposed of since 1922:

1922	2	1927	34	1932	26
1923	1	1928	19	1933	27
1924	18	1929	43	1934	14
1925	17	1930	19	1935	34
1926	33	1931	21	TOTAL	308

Approximately all of the remaining companies now making up the System are necessary to serve the gas and electric customers in more than 4,000 communities where Associated services are supplied. These communities are small; only 86 have more than 10,000 population. Many had their own little electric companies, in many cases rendering inadequate service at high rates, when they came into the Associated group. Territory served by these companies has been expanded under Associated management.

As a matter of policy the Associated System has eliminated unnecessary companies as rapidly as possible. A considerable number remain which could be eliminated now if necessary permission could be obtained from State commissions, and other legal requirements could be complied with. The System will continue this policy of simplifying its corporate structure as fast as laws and operating conditions permit.

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Keystone

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Ogden Livingston Mills is a shining proof that if a man definitely determines to succeed in a particular field it is pretty hard to stop him.

Mr. Mills determined to succeed in the political field, tho from the start he was heavily handicapped. Born at Newport, Rhode Island, August 23, 1884, of wealthy and socially prominent parents, he was not taken seriously when he announced his intention of entering politics.

He surprized and shocked his family, shortly after he left Harvard, where he took B.A. and LL.B. degrees, by becoming a district captain in New York. Here he rang door-bells, stood at the polling-places as a solicitor and watcher, and carried out all the duties of a ward-heeler.

But that was only a starter. Only a starter, too, was his race for Congress in 1912, when he was licked. The year 1914 again found him in the ring, this time for the State Senate. And this time he won.

Suave, Aristocratic

His battles had just begun. He was suave, the aristocrat, smartly tailored, and homespun politicians still refused to take him seriously. But the young Senator stuck by his guns. He was reelected two years later.

Since that time, his stick-to-itiveness and ability have earned him a high place in the ranks of the Republican Party, until to-day his name inevitably bobs up whenever there is discussion of a possible Republican candidate for President.

From the New York State Senate he resigned in 1917 when this country entered the war. He enlisted in the Army. After a long period at training camp, and a long characteristically dogged fight to convince military authorities that a defect in vision was no bar to his capabilities, he was commissioned a captain and served overseas in three sectors.

In 1920 he was elected to Congress, and served from 1921 to 1927. In 1928, New York Republicans chose him as their candidate for the formidable task of attempting to defeat Alfred E. Smith for the Governorship.

He was unable to overcome the odds against him. Four months later President Coolidge appointed him Under Secretary of the Treasury, and in 1932 he became Secretary of the Treasury.

His hair is graying now. Above the average in height, he weighs about 170 pounds. He favors large, expensive cigars. His eyes are blue under bushy eyebrows. His complexion is somewhat ruddy. He speaks with emphasis, is well read and is a ready debater.

Very Human

“He has been a very human person,” once wrote Linthicum Hall, in *The Washingtonian.*

“He is deeply sentimental, preserving with pride and loving care the old desk, clock, and pipe of his pioneer grandfather, and . . . the leather brief-case he used during the World War. . . .

“He is generous with his money, but . . . keeps his acts of generosity well concealed. He likes any good sporting proposition, whether it is a race-horse, a yacht or a game of cards. . . . ‘I must admit,’ he says, ‘I'm keen about poker but not for large stakes.’ ”

“Mills does not give much time to that diversion,” said Mark Sullivan, in the New York *Herald Tribune.* “The outstanding qualities that Washington observes in him are his intellectual vigor and his industry, an invincible combination plus doggedness.”

“Dirt-Farmer” Governor

When Georgia's Commissioner of Agriculture, Eugene Talmadge, moved into the Executive Mansion as the State's newly-elected Governor in 1933, he made some important additions to his new home. He had a barn erected and a hen-house, explaining that he couldn't sleep nights unless he heard barnyard noises.

The new buildings, while they may not have added architecturally to the appearance of the demesne, were typical of the man sometimes termed “the Mussolini of Georgia.” For Governor Talmadge is a colorful, determined, fearless individual who, according to the Unofficial Observer in “American Messiahs,” recently published by Simon & Schuster, “has created more of an uproar than any Governor south of the Mason and Dixon Line in the last eighteen months. His trumpeted attacks on the Roosevelt Administration, and on most of the things it stands for, have attracted the favorable attention of conservatives in the South—and elsewhere—who are looking for a safe man of the people to save them from . . . Roosevelt.”

By profession he is a lawyer. He likes to be known as “Georgia's dirt-farmer.” Working his 900 acres in Monroe County is his favorite hobby. He wears horn-rimmed spectacles, and goes in for shirt-sleeves and red “galluses.” He is slight, swarthy, energetic, of medium build. He has a ready, thin-lipped smile.

He is interested in horse-racing and owns a horse, Hot-Shot Charlie, which he has exhibited at shows and driven in harness-races. He likes wrestling and the movies, is fond of fox-hunting and deer-shooting, but does not care for a bird-shoot.

Born in Forsyth, Georgia, September 23, 1884, he received his LL.B. degree at the University of Georgia in 1907, and was admitted to the bar in 1908. From 1908 to 1926 he practised law in his home town, McRae.

He was appointed Attorney for Telfair County in 1920 and served as Commissioner of Agriculture from 1927 until he was elected Governor. In 1924 he was defeated for the State Senate.

Bucolic Idol

“Nothing much was heard of him,” Hal Steed states in *The New York Times Magazine,* “until he became a State Commissioner of Agriculture. Through his office he built up a powerful machine and became a bucolic idol. He spent much time visiting farmers, talking to them. ‘That's the way,’ he said, ‘to learn what people are thinking about, what they want.’ ”

Despite a hostile Legislature, when he was elected he proceeded to put into practise promises he had made. By firing officials who stood in his way he introduced a $3 license tag for automobiles regardless of size. This definitely established him as a statesman.

Next he went after public utilities and forcefully reduced rates. The power company didn't fight. The telephone company did, and lost. The railroads compromised.

Keystone

Eugene Talmadge, Georgia's colorful Governor

Children of the Celluloid

Shirley Temple, 6½, reputedly the highest paid child movie star, earning more than $1,500 per week

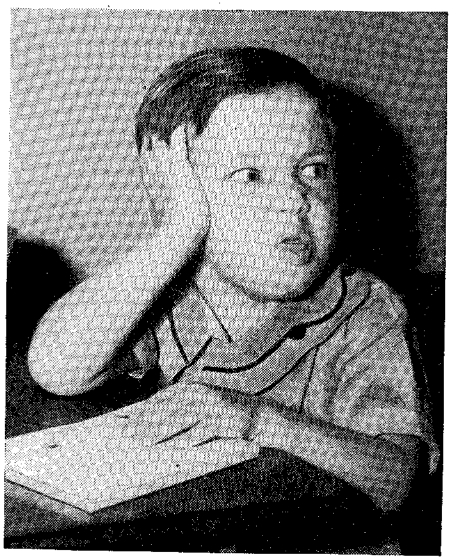
Jane Withers, 9, who has a collection of 147 dolls, and is one of the most versatile of young actresses

Keystone

Jackie Cooper, 12, almost an old-timer, now said to be making $1,100 a week

Acme

Freddie Bartholomew, 11, a Britisher who rose to fame in "David Copperfield"

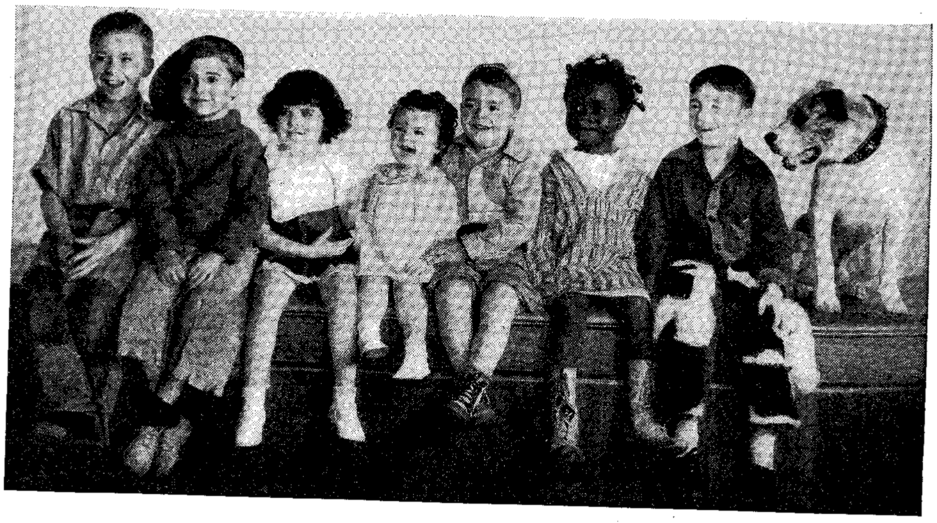


Keystone

Baby Leroy, 3½, who is old enough not to like school-work

Acme

Edith Fellows, 9, who has also worked in radio and vaudeville



"Our Gang," successful comedians whose ages range from 3 to 8. When they get too old or too fat, they are dropped, and new members appear

The Spice of Life

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Ahead of Her.—"Remember, darling, you won't always be a junior clerk in a moldy old solicitor's office."

"That's a fact! I've already got a week's notice."—*The Humorist (London).*

Souvenirs.—MISTRESS (to new maid)—"Be careful when you dust these pictures, Mary; they are all Old Masters."

MAID—"Good gracious! Who'd ever think you'd been married all these times, mum!"—*Watchman-Examiner.*

No Laughing Matter.—DRAPER—"These are especially strong shirts, madam. They simply laugh at the laundry."

CUSTOMER—"I know that kind; I had some which came back with their sides split."—*Santa Fe Magazine.*

Another Problem.—A farmer visited his son's college.

Watching students in a chemistry class, he was told they were looking for a universal solvent.

"What's that?" asked the farmer.

"A liquid that will dissolve anything."

"That's a great idea," agreed the farmer. "When you find it, what are you going to keep it in?"

—*Everybody's Weekly (London).*

Why Not Try Lip-Reading?—Ephraim, the Negro horse trainer, was seated, reading a letter, with Lige standing behind him holding his hands over Eph's ears.

HORSEMAN (noticing them)—"What kind of horseplay are you two fellows up to?"

EPHRAIM—"Lige got dis yere letter dat his gal writ him, boss, but he kain't read, so he gets me to read it fo' him, but stops mah ears up so I kain't hear what his gal done writ him."—*Troy (N. Y.) Times-Record.*

A Faithful Portrait.—Samuel F. B. Morse was an eminent painter before he invented telegraphy. He painted a scene showing a man in death-agony once, and asked a physician friend to examine it: "Well?" Morse inquired after the doctor had scrutinized the picture. "What's your opinion?"

The physician removed his spectacles, turned to Morse and commented: "Malaria!"—*American Humorist.*

Slips That Pass in the Type

Foresight.—Shortly after her death she planned her funeral.—*Anderson (S. C.) paper.*

A Record Reign.—Lidj Yassou, Emperor of Ethiopia from 1010 to 1916 . . .—*Albuquerque paper.*

Who's the President?—————— vice president of the San Francisco Bad Bridge Exposition, was on hand. . . .—*San Francisco paper.*

Restaurants Closed?—
CLAP DOWN ON SLOP MACHINES
—*Point Pleasant (N. J.) paper.*

They Should Know.—The former President does not intend to make an open fight for delegates, according to his fiends.—*Brownsville (Tex.) paper.*

Prepared for Niagara Falls?—
EX-KING ALFONSO'S SON
AND BRIDGE ARRIVE FOR
HONEYMOON TRIP IN U. S.
—*Baltimore paper.*

No Rivals!—Theodore Roosevelt had the distinction of being the youngest president of the United States. He lacked a month of being 3 years of age when inaugurated.—*Tyler (Tex.) paper.*

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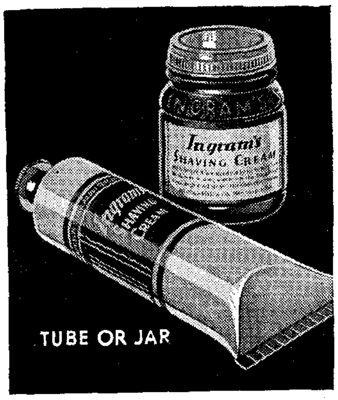

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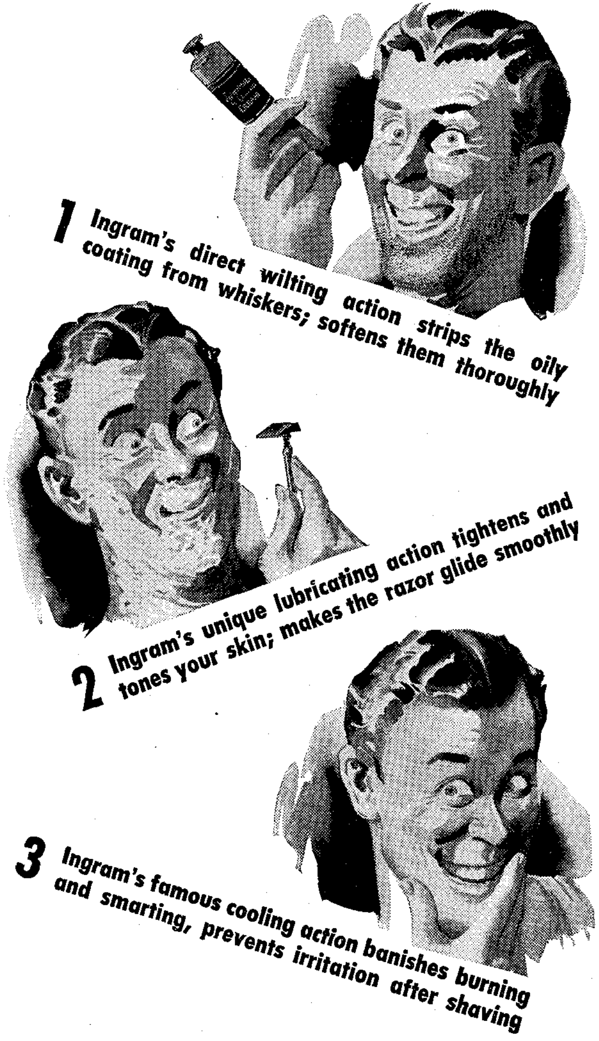
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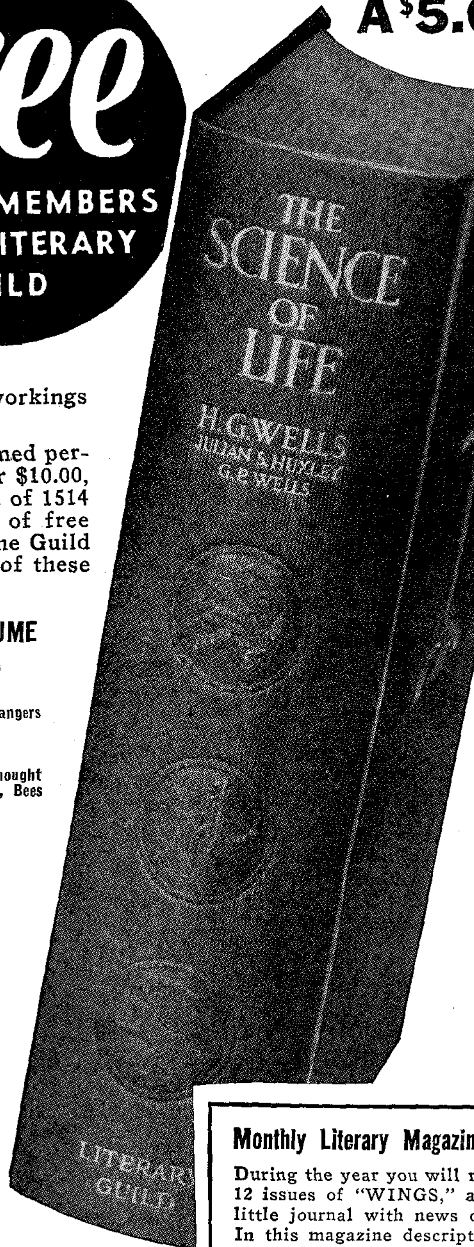

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